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FLYING SAUCER INVASION

TARGET--EARTH

BRAD STEIGER AND JOAN WHRITENOUR

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THROUGHOUT TIME
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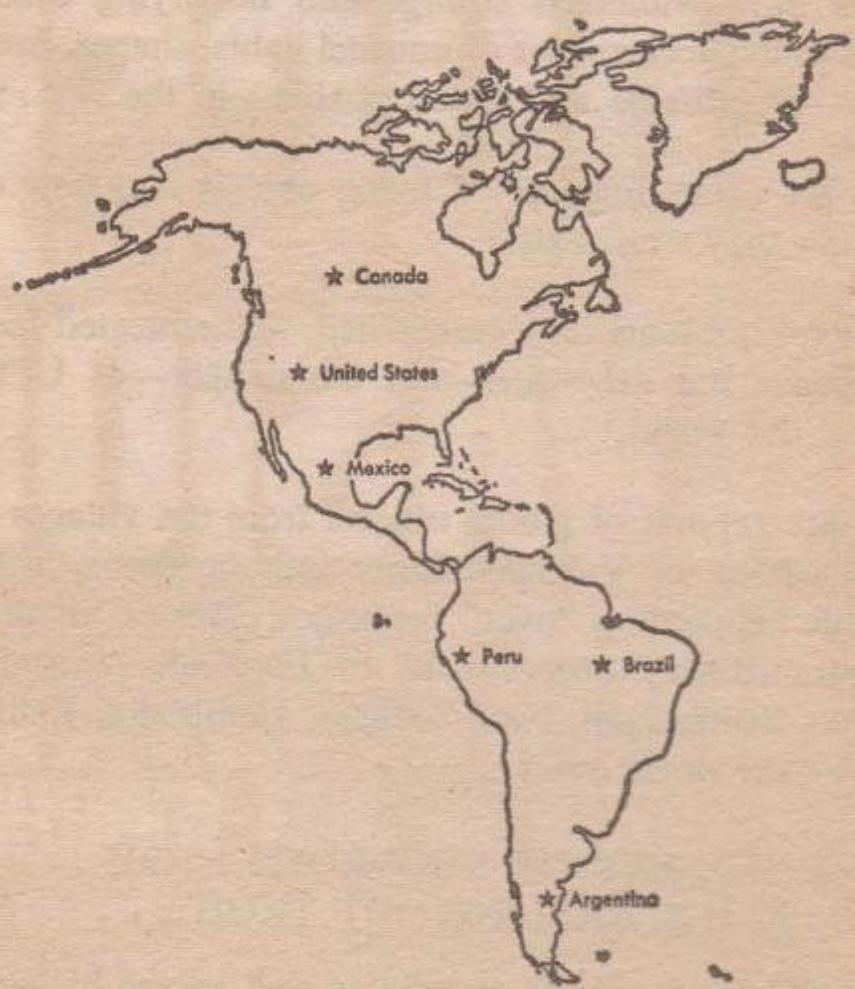
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ARE STARTLING BUT TRUE . . .

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FLYING SAUCER INVASION TARGET—EARTH

Brad Steiger and Joan Whritenour



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I

Campaign to Establish Mental Contact

by Brad Steiger and Joan Whritenour

The young salesman drives along a rather desolate stretch of highway, not really thinking of anything particular, except, perhaps, that the hour is very late and he is eager to get home to his family after four days on the road.

Then, a bright light from out of nowhere seems to "buzz" his automobile and a slight humming sound causes him to shake his head in an attempt to ward off the vibrations that torture his eardrums.

All of a sudden, he hears a voice, but he does not hear it with his ears—the voice seems to be coming from inside his brain. It is as if his brain is serving as the receiver for a strange transmitter. But the voice—mysterious and authoritative—is in the automobile, telling him many strange things.

When the salesman regains his self-control, he notices that he has "lost" about twenty minutes of time and his automobile is now heading in the opposite direction.

After his contact with the voice, the young man suffers several restless days and nights. His dreams are distorted by terrible nightmares; his head throbs and aches.

The salesman begins to act irrationally. He collars friends

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and even complete strangers to tell them how the "Space Brothers" have come to save mankind from earthly corruptions.

His wife, family, and friends report that he has undergone a complete personality change. He walks about with a beatific smile on his face. He is unconcerned about his personal welfare or the needs of his family. His only interest lies in spreading the message of the "Space Brothers." He silences his employer's warnings to pay closer attention to work by telling him that he has more important tasks to perform. He soon loses his position because of his attitude.

The young zealot gains attention from the newspapers when he reports that he has communicated with beings from another world who have given him several vital messages to relay to Earthmen. He rents a lecture hall and runs off a mimeographed version of his contact story to sell to those who attend his meetings and listen to his celestial sermons.

Three weeks before, our hypothetical contactee had been an earnest, hard-working salesman, whose only concern lay in providing for his family as best he could. Then, in one bizarre night, he was somehow converted into a full-blown "saucer nut," whose only concern lay in doing "missionary work" for the "Space Brothers." What will become of our strange young man? Will he be institutionalized? Will he make a meager living selling UFO literature and speaking to flying saucer cultists? Or will he one day simply vanish without a trace?

Although our young salesman is a composite figure, any student of the UFO phenomenon could "fill in the blanks" with a dozen or more names. Tragically, judging from our current research, such cases of individuals being contacted by weird voices and being admonished to spread the extraterrestrial "word" seem to be on the increase. It is of considerable interest to note that those being "contacted" are not UFO buffs of long-standing, but, in many cases, young adults who previously could not have cared less about the flying saucer enigma.

Many UFO researchers, most newsmen and orthodox scientists write off the contactees' messages as nonsense. But those who have been making a serious study of the "flying

saucer missionaries" have noted that a certain percentage of their cosmic gospel contained accurate information and predictions. Too readily have some ufologists dismissed all contactee pronouncements as parrot-like repetitions of lies relayed to them by devious ufonauts. In many instances, the truth has been cloaked or buried among fanciful distortions.

On December 23, 1967, Borge Jensen told Danish newsmen that Orthon, a "cosmic being," had told him that the world was going to end at midnight. According to Jensen and other contactees in Denmark, Orthon had told them to prepare for something cataclysmic at one second after midnight.

"We have no plans," Jensen said, "we just do as Orthon tells us, and this one day at a time. We only know what Orthon has said through universal link in England. There will be an important event at one second after midnight today."

Since the world obviously did not end on December 24, 1967, the newspapers had a field day with another "doomsday" prophet who had mixed up his timetable. The authors' personal opinion is that no one really wants to be labeled a fraud or a fool. Borge Jensen claimed to have released his information only out of love for mankind. He and his fellow Danish contactees had sincerely believed what Orthon had said.

Similar messages are being "transmitted" daily to contactees all over the globe, via radio and television interference, direct voice contact on the telephone, mental telepathy, and by face-to-face confrontations. The trouble with much of this data is that its source is unprovable, undemonstrable to a skeptical world. And a good share of the information is quite obviously deceptive and misleading.

Miguel Jose Viana and Manuel Pereira de Cruz were murdered on a hillside in Niteroi, Brazil, near Rio. Ostensibly, they were in communication with some type of UFO or its occupants. These two Brazilians were told how to dress, how to approach the UFO, what to eat and drink prior to the rendezvous, and precisely where to make contact with the vehicle. They trusted their "voices." They would never believe that the "Space Brothers" might lie to them. They were found dead.

But not all so-called mental communications are com-

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pletely false. Sometimes they do contain a vital strain of truth.

Borge Jensen's interpretation of Orthon's prediction of an earthly "doomsday" was wrong, but to write off Orthon because his predicted cataclysm did not take place is also wrong.

Severe earthquakes began on various parts of the globe at the precise time Orthon had indicated. (Those tremors which registered 7.25 on the Richter seismographic scale of 10 might be considered at least a potential cataclysm.) An inactive volcano in Samoa became active on December 24, 1967, Orthon's "D-Day," followed by several minor quakes and the emergence of a number of small islands in the western Pacific. Earthquakes struck California and Italy on December 29, and Europe was virtually paralyzed by severe winter storms.

If we are open-minded or imaginative enough to accept the existence of such mysterious beings as Orthon, it would appear that someone is trying to communicate with us.

On September 6, 1967, at about 10:30 P.M., Edward W. Goldstein, a physician, was travelling along a particularly desolate road which circled the Bethpage (New York) State Park. Dr. Goldstein was going to his home on Long Island, and there had been nothing to distinguish that day from any other until he saw an oddly illuminated, cigar-shaped object in the western sky. The UFO appeared to be about 300 feet distant and was hovering approximately 50 feet from the ground.

Dr. Goldstein scarcely had time to react when a second UFO began to glow to the south. As if the rose-colored objects were not enough, the doctor's car began to go slower and slower until it came to a complete stop.

At that point Goldstein said he heard ". . . some sort of faint, weird chatter" that seemed to come from his car radio. This was all the more startling when, he recalled, the radio was turned off. The voices, the doctor said later, seemed to represent four different "men," but he was unable to understand anything they said.

Dr. Goldstein was forced to remain an unwilling audience to the chatter from his dead radio and the twin cigar-shaped

objects in the sky until about half an hour had elapsed. He told newsmen that he had sighted UFOs on that same road in that same spot in April of that year.

The authors have corresponded with, and spoken to, numerous contactees who have claimed to have heard similar voices coming through their car radios. In many cases, the voices have spoken in a broken, or heavily accented, English.

Other ufonauts have apparently attempted signaling Earth via flashing codes. On August 12, 1964, numerous residents of Loveland, Colorado, reported a flashing red object over their city. Marvin E. Watson contacted police and claimed that the UFO was sending Morse code according to dots and dashes. Watson said he picked up "M.A. Ten," missed the next five-letter word, then, before the UFO vanished, managed to catch, "Either Send." Certainly these apparent words, if they were meant to be words, offer no great revelation, but they may fit somewhere into a gigantic, cosmic jigsaw puzzle.

An engineer at an Iowa radio station threw the transmitter on full-power one night, long after the station had "officially" gone off the air. "If any spacecraft are up there, come on down," he invited, then shut off the controls to avoid violating FCC rules and regulations.

The engineer had sent his message as a whim, but later, as he left the station, he was made aware of an eerie silence, then a series of "musical beeps" that seemed to bounce back and forth between two points somewhere out there in the darkness. The engineer later described the scene as "listening to two flutes talking back and forth to each other. There definitely seemed to be two points of sound emanation."

As an important postscript, the UFO investigator who received this information and passed it on to the authors reports that a resident in the area of the radio station had gotten up during the night and had seen a glowing object on the ground near one of the radio towers. Fascinated, he had watched the object for over an hour before the UFO soared off into the pre-dawn sky.

Glen Miller of Alexandria, Minnesota, claims to have had a conversation with occupants of an alien spacecraft while he was fishing on Mud Lake. Miller described the UFO as having been shaped like a shallow bowl. When it stopped di-

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rectly above, he heard a "slight hum" and felt a "very queer feeling" come over him. A voice from within the vehicle called down greetings and asked if they might have some of the fish that Miller had caught.

"I said, 'yes,'" Miller testified. "I hoped one would emerge from the object so I could see what they looked like. But instead a tube was lowered from the object, and the craft maneuvered over the fish . . . and all at once, whoosh! The fish were sucked up through the tube, which was of a clear, plastic-like material."

Philip Rodgers of Grindleford, England, has never seen the beings which issue his "voices from space," but he has recorded many of their brief messages on tapes.

Rodgers is a brilliant and respected musician both in England and on the continent, but in March of 1958, he became the center of attention for quite a different reason. A number of journalists, engineers, scientists, and officials of astronomical societies gathered to hear Rodgers play the sounds and voices that had been recorded on his remarkable tapes.

In a very lengthy bit of correspondence, Rodgers detailed the complete story to the authors. The phrase which so greatly interested the gathering was, "*Ship is real, people,*" spoken against a background of clicking, which resembled the noise of a typewriter.

"It was picked up through a 'Golden Voice' microphone, placed outside my bedroom window, some twelve feet from the ground," Rodgers wrote. "My radio was not on at the time. Like nearly all my signals, however, it was not heard at the moment of reception, but discovered only when I played back the tape.

"Many of my signals are meaningless on their own. But, if fitted together like pieces of a jig-saw puzzle, they provide a living sound-picture of the people who produced them. I have heard it said that the space people have no wish to spoon-feed us. Rather they prefer to give us scraps of evidence, like the isolated clues in a mystery story, upon which we are able to work."

Rodgers here may have given us a capsule analysis of the entire contactee enigma: *Someone, of as yet undetermined origin, is giving us bits of information, "meaningless on their*

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own" but which are "scraps of evidence, like the isolated clues in a mystery story."

The musician vehemently denies that poltergeists or some psychic phenomena might be responsible for the strange noises on his tapes. At this point, we would have to allow that Rodgers might have unrealized mediumistic talents which might, in some manner, impress the sensitive tapes with the eerie sounds and voices. The Englishman has made numerous UFO sightings, many of them in conjunction with the sounds on his tapes, and he feels most strongly that there is a definite correlation between the objects in the sky and the various "scraps of evidence" which he plays back on his tape recorder. Although Rodgers is nearly blind today, he took the time and great effort to provide the authors with a full account of his strange tapes and to reproduce phonetically the "words" which he heard issue from what were apparently alien mouths.

The majority of those who profess communication with alien beings assert that such contact is of a telepathic nature.

Less than a decade ago we would have looked very suspiciously at the claims of clairvoyants Yolanda and Mark, who are said to receive their knowledge of future events through the telepathic auspices of Zumah, a friendly alien who follows them about in a boomerang-shaped spaceship. Today, because so many men and women are announcing contact with similar beings, one must at least take the phenomena, if not the claims, seriously.

Yolanda told reporter Sam Kindrick of the *San Antonio Express* that the space ships were testing the "thought temperature" of Earthmen. Presumably, when enough "temperatures" have been raised, the "Space Brothers" will reveal themselves to us *en masse*.

"I see [Zumah], with my spiritual vision," Yolanda was quoted as saying. "He looks like us, only I don't see him in the same vibrational frequency with which I view an Earthling. It's more a light and vaporous form. An astroposition."

Again, we must point out that such "light and vaporous" forms have long been associated with the seance parlor,

where they represent loved ones, rather than emissaries from "the Federation of Planets, a spiritual government."

Samples of the messages entrusted to Yolanda and Mark are leaves from the same book from which hundreds of other contactees quote.

"We are not alone in the solar system. We have space brothers and they are here to reach us and teach us."

"They have advanced information which they want to impart. They want us to rejoin the Federation."

"They are here to teach, to help awaken our spirits, to help us rise to higher levels. This is precisely what Jesus, the prophets, Confucius, and the leaders of the great religions have tried to teach man."

"We are in the ending of an age. With understanding and love on man's part, a great new era will dawn."

Each of these classic bits of dogma was relayed telepathically to Mark and Yolanda either from Zumah—or elsewhere.

Once the contactee takes to the lecture circuit, he generally "turns off" all but the faithful UFO cultist. The casual student of ufology tends to classify the new advocate of universal brotherly love along with the old-timers in the field, such as Howard Menger, Dan Fry and George Adamski. The cynical observers of the UFO mystery, without a moment's hesitation, immediately conclude that another opportunist has found a way to make a buck out of flying saucers. Both reactions avoid the crux of the contactee enigma.

Why are so many men and women forsaking jobs, family, and respectability to spread the cosmic gospel of "Space Brothers?" Why does it happen so often to those people who have never shown the slightest interest in UFOs until the "voices" begin to whisper messages inside their skulls? Is someone systematically selecting certain individuals as guinea pigs in some insidious type of psychological experiment? Must we accept the reality of "outside" propagandists who have come to raise mankind's "temperature," his propensity to believe and to accept the unbelievable, in order to prepare him for a dramatic confrontation with an alien race or culture?

"My experience has been one solely of communication

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with *them*, 'Progressive Development,' as they call it—eleven months so far," writes a contactee, a former Air Force pilot presently employed as an engineer.

"At this point, whether I like it or not, we are at the level of 'thought transfer.' There's only one hitch—your mind is an open book to *them*.

"The impression I get of *them* is that they are ruthless in pursuit of their objectives. Lying and half-truths are their main techniques to keep one from learning too much about them. They are *not* devoid of emotions.

"You should think of your 'three men-in-black' as 'controlled' earthpeople. I would think of their control as being on various frequency effects on the brain . . . *they* call it a 'talking spot' or a 'power spot.' I have made notes as things developed over the eleven-month period. It is too fantastic for anyone who has not experienced anything like this to believe. [See chapter 12]

"How do I write this? They are aware, I am sure. I have some advantages—I don't scare easily, because I don't fear death, and I have a high threshold of pain, and we are not *complete* enemies. . . . The only time I . . . started to panic was when they demonstrated their power to prevent me from thinking. . . . To explain the complete reversal of some of the actions of the people involved in some of your cases under investigation, you had better think in terms of *their* ability to 'inject thoughts.' This is one thing of which I am fairly well convinced by numerous demonstrations."

This man's letter is representative of dozens the authors have received, and it is a constantly reverberating echo of the many personal conversations which we have had with those who claim to be "controlled" after a confrontation with a UFO or its occupants.

Here are the details of a contactee case in progress. The contactee, whom we shall call "Smitty," is a pilot for a commercial airline based in a large city in the South.

One evening in July, 1967, Smitty was sitting outside of his home after a "strong feeling" had told him to go outdoors. At 1:15 A.M., fifteen minutes after he had left the house, Smitty saw a grayish-white object cross over him, travelling from northeast to southwest at an estimated speed of 30

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MPH and an estimated height of 300 feet. Smitty noticed that the UFO had the same basic shape as two objects he had seen a few days earlier.

At 1:30 A.M., Smitty was sitting on the back of his car with a pillow to his back, still studying the stars. Then, once again, the same object seemed to move into his field of vision.

At this point, Smitty remembers asking himself, "Is this thing really moving?"

That was when the "mental conversation" started, the pilot told us.

"Yes, we are moving," the voice answered him.

"Who are you?"

"You will know in time. You will also learn your mission."

"What do you mean? I have a mission?"

"Yes, you were sent to do a job."

"What job? Who sent me? From where?"

"You will learn this in time."

"Why not now?"

"You are still an impatient person, aren't you? You always were. You will know in time."

Before Smitty's puzzled eyes, the UFO moved from about 70° above the horizon from the south to directly overhead.

"Did the voice really come from that thing?" he asked himself. "Did it really move?"

Then, like a soft whisper came the answer, "Still in doubt. . . ."

Eight months later, Smitty was looking over the UFO magazines and books on display at a newsstand when an extremely pale man approached him and asked him if he was interested in flying saucers.

Smitty granted that he was, and went back to browsing.

"Do you believe in flying saucers?" the man persisted.

Smitty answered with a noncommittal shrug of his shoulders.

"You should believe after that night in February when you and your family were driving in the car and you all heard that peculiar noise," the pale man smiled.

Smitty had told no one about the incident. How could this stranger. . . .

"Remember how the sound filled your car?" the man went on in a soft, strangely accented voice. "Remember how the sound was like a hundred well-modulated voices, like a chorale, all humming at the same time. Remember how beautiful the sound was?"

"How did you know about that?" Smitty asked in a hoarse whisper.

"You have been suffering from a slight pain, haven't you?" the stranger went on, ignoring the pilot's question and supplanting it with one of his own. "Here, let me show you how to stroke above the spot to make the pain stop."

The stranger explained about "auras" and how to look for the "shimmer of light and life" and many other things that Smitty did not understand. The man asked Smitty to walk with him to a tree so that he might demonstrate the proper method of seeing "auras."

It was then, as they walked into the bright sunlight, then into the shade, then back again into the sunlight, that Smitty noticed something peculiar about the stranger's physical makeup.

"That man's pupils did not expand nor contract as we moved from sunlight to shade," Smitty says. "The size of his pupils absolutely did not change . . . it was as if they were made of glass."

Smitty had another cause for concern presented to him when he shook hands with the stranger upon their parting.

"His hand was extremely soft and pudgy for such a thin man," Smitty recalls. "As God is my witness, I don't think that man had any bones at all!"

It would appear that Smitty has received a physical contact. He was first exposed to mental communication, then an audible demonstration in his automobile with his family as witnesses, then he met a peculiar stranger who had knowledge of events Smitty had not discussed with anyone.

Perhaps the UFO contactees are truly being exploited by "Space Brothers" or by some ambitious and highly secretive sub-society or secret culture. The authors can never condone mental control, regardless of whatever beautifully rationalized "ennobling" reasons may be prefabricated by those anonymous benefactors. Man's free will is a commodity more pre-

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cious than promised Utopia's and panaceas. For an outside agent to invade one's mental processes and to dictate what one must do, is, in our opinion, mental rape. One could never share in a glorious future proffered by cosmic Good Samaritans if one must become a zombie-like automaton, mentally programmed to the will of his masters.

II

The Mystery of the Burned Circles

by Gene Duplantier

The phenomena of burned circular patches, some with actual ringed impressions and others with double-ringed indentations in the soil are becoming increasingly more common. We first read of such imprints in other countries, but eventually, these phenomena spread to Canada. And not necessarily to one particular province, as we shall see by reported incidents. What is most interesting is that, in many cases, a mysterious light (or UFO) was seen at the spot, and upon later investigation, evidence of a landing and burned circular areas.

Our introduction to this mystery came in November, 1965 in a phone call from my cousin, who lives about twenty-five miles northeast of our home in Willowdale. He called to tell us that a scorched circle had been found on a neighbor's property. Upon investigation the following Saturday, we found out the details.

The neighbor, early in May, observed a light on the back portion of his lot in the woods, but put it down to some sort of reflection or my cousin with a mantle propane lantern looking for his cows. After a brief time, he returned to the

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window again and saw a light moving over the treetops and finally disappearing in a westerly direction.

Two weeks later he was walking in the area where the light had been seen when he noticed a nearly circular ring about one yard in thickness and 35 feet in diameter. The area appeared scorched, devoid of vegetation. Grass, moss, and sumac trees grew quite naturally outside of the scorched area.

Any sumac trees in the ringed area had been knocked down at the base in a clockwise direction, as if some tremendous force had blown them over.

The neighbor then remembered the unusual light he had seen two weeks previously. After mulling it over, he convinced himself that the light, or UFO, was the cause of the round mark on the ground. The object must have hovered over the sumac trees in the center of the ring, as they remained untouched. The object would have been about ten to twelve feet above the ground at that point. Since the ground was on a partial slant, the higher part was scorched more than the lower part, so the UFO must have been hovering horizontally for this near-landing.

In Duhamel, Alberta, on the weekend of August 5, 1967, four complete circles were found in a pasture on the Edgar Schielke farm. They had the appearance of having been impressed by some large article sitting in the grass for a considerable length of time. The tracks varied from five to seven inches in width, and the smallest ring was 31 feet, nine inches in diameter. The largest ring varied from 34'5" to 36'3". While no reasonable explanations were offered, the pressure theory was strengthened by a distinct indentation found in a piece of cow manure across the path. Several friends and neighbors had experienced interesting "phenomena" in the area and no normal solution could satisfactorily explain it.

The smaller rings were circular impressions in the turf and had a kind of tread marking on the outer rim, while the larger ones were just flattened grass. One ring, on a sloping piece of ground, had an elliptical shape. A physics instructor from Calgary is said to have suggested that a saucer produced the rings with an anti-gravity solenoidal field by hovering at various altitudes.

A report in U.S. Army files on a saucer appearance in Flor-

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ida showed that grass roots had been destroyed on the site where the object was supposed to have landed. No radioactivity was present in any of the above incidents.

A spokesman from the Suffield Experimental Station in Alberta said they could neither prove nor disprove the marks at Duhamel as a fraud. He did not know how such perfect circles could have been made. "There was obviously a tremendous weight used," he added.

Saucer enthusiasts collected the names of 20 area residents who claimed to have seen UFOs in the past in that area.

There were no indications of burned marks in the Duhamel field. Some of the grass in the visible tracks appeared to be dead. There were no markings leading to, or away from the circles. Soil samples were sent to a research station in Ottawa, Ontario.

In Beausejour, Manitoba, on May 31, 1967, the husband of a woman who believed she had seen a UFO approach with a brilliant white light, checked the suspected area the next day and found scorched soil.

Sometime in August of the same year, Ben Weibe, a farmer, was baffled by the appearance of a perfect 15-foot circular strip two inches wide, in which heat, or some other force, had turned the grass brown. Mr. Weibe lives two and a half miles north of Little Morden, Manitoba. He found the circle in his farmyard. He said neither he nor his neighbors noticed anything unusual that could have caused the circle.

Around the end of September, Grant Field of Bowden, Alberta, while on a fishing trip with Walter Pollock in the James River area, crossed a secluded corner of a field and there, over a slight depression, was the perfect circle where some object had apparently rested. The circle was about thirty-two feet in diameter. The actual depression in the grass was about eight-inches wide. Mr. Field examined the impression very closely and could find no logical explanation.

In Brandon, Manitoba, "A bright cone of flame pointing downward" was sighted at several points about 1:45 P.M. on September 28, 1967. Jim Wall of Maple Leaf Aviation, Brandon, said he saw the flame, followed by a silver object, disappear north of the airport.

A maintenance man, Wilf Coates, reported the same thing

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to Mr. Wall, who took to the air and made a search of the area. Nine miles northeast of the airport he noticed some smoke and decided to take a closer look. He found a patch of bush burning in the middle of a dirt field. It did not look like a stubble fire because all of the surrounding field was plowed under.

He circled the area and saw a car driving on a road an eighth of a mile away. The area was checked on foot, and it was found that green willow trees were burned and that grass in a dried up slough around the fire had been severely charred. The hottest part of the fire was in the center of the circular area. All that remained was a white ash. The heat was extreme.

On November 19, 1967, Cedric Cunningham of Gull Lake, Saskatchewan, saw a blinding ball of fire near Swift Current Creek when he was travelling between his home in Gull Lake and Shaunavon where he is employed. After the UFO disappeared rapidly from sight, Mr. Cunningham checked the field and reported finding a large, circular burned area.

Another case which was reported to us recently, happened about four years ago at Frankford, Ontario. The grass was found to be growing about 18 inches high on either side of the rings, each about 16 inches wide. Flying saucers were reported to have been seen in the area at the time.

The *Bashaw Star* of Alberta, in its August 7, 1968, edition, reported another such outline of a circle. It seems that an interested person had the opportunity to witness marks that defied explanation in one of Glenn Hunter's fields. Several neighbors and close friends investigated the marks, which indicated that some object more than 20 feet in diameter had barely touched and burned the top leaves of his crop. A completely bare spot, extending to the ground as if some heavy weight had rested there, was near the center of the circle. No one has been able to give a logical explanation of the unusual occurrence. The reporter goes on to say that since the burned area is a perfect circle, it would indicate something other than lightning as the cause.

No doubt charred circles will continue their unexpected appearances in various parts of the country. As editor of *Sau-*

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cers, *Space & Science*, I will continue to investigate whenever possible and to report all such unconventional appearances which happen in our country. Interested readers are invited to write to: Editor, at SP&S, Shetland Street, Willowdale, Ontario, Canada. (Editor Gene Duplantier has been collecting UFO information for over twenty years. His flying saucer publication is now in its twelfth year.)

III

Major Flaps in 1897, 1909 and 1912

by Lucius Farish

1896-97

This is perhaps the best-known historical flap (a period of intensive UFO activity). Beginning in November, 1896, citizens of various California cities and communities began reporting strange lights and dark bodies in the skies. At times, brilliant searchlights from the "airships" swept the ground beneath them. As in more modern times, astronomers shrugged off such reports, saying that the observers were seeing Venus, then brilliant in the evening sky. However, many reliable persons, including Mayor Sutro of San Francisco, insisted they had seen the objects.

The airships were usually described as cigar-shaped, apparently metallic, with various appendages such as wings, propellers, and fins.

Sightings continued into December, 1896. They were generally confined to California, although scattered reports came from Arizona and Washington.

The first two months of 1897 brought forth no accounts of airships or other sky phenomena of an unexplained nature.

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However, in mid-March, stories began coming from Kansas, Nebraska, and Iowa, all reporting the same type of mysterious craft that had puzzled Californians four months earlier.

Beginning the first week in April and continuing through mid-May, practically the entire area east of the Rocky Mountains was host to a baffling array of aerial machines.

A report appeared in the Algona, Iowa, *Republican*, dated April 7, 1897:

"Good reliable citizens of Wesley, Iowa, declared upon their honor that on last Friday evening they saw in the heavens what they supposed to be an airship. . . . It had the appearance of a cone in shape with windows in the side through which shone bright lights. . . . They were not able to see in what manner the ship was propelled or what sustained it in the air. This was probably the same mysterious airship that has been seen at various points of the Mississippi valley during the past month. The *Register* [Des Moines] had a special a few days ago noting the passage of such a craft over southern Iowa. . . .

"When first sighted it did not have the appearance of being more than a few hundred feet above the ground. As it came closer it appeared to rise. It traveled quite slowly at times, and again would move quite fast. . . . Some had the idea they could hear a noise coming from the ship. Some went so far as to say that it was human voices, while others thought it was the sound of machinery.

"It has not taken a close reader of current scientific periodicals to note that there is a great deal of activity among inventors in the line of practical aerial navigation, and that the old notion is wrong that man is by laws of nature not to be circumvented or confined strictly to the surface of the globe. . . . So it is entirely possible that the brief glimpses, such as the Wesley people have had, are practicable."

Adolph Winkle and John Hulle, two farmhands of Springfield, Illinois, declared that they had come upon a landed airship in a field two miles north of Springfield on April 15th. The ship's three occupants—two men and a woman—explained to the men that they were repairing their electrical apparatus and searchlight equipment. They also said that they had flown from Quincy (approximately 90 miles away) in

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thirty minutes, and stated that they would make "a report to the government when Cuba is declared free." It should be recalled that the Spanish American war was then in the making. If one can believe the flight-time figure given by the airship occupants, the speed alone (approximately 180 miles per hour) should effectively negate the terrestrial origin theory. Though no descriptions of the occupants are given, one is led to assume that they were normal in appearance.

April 21-22 seems to have been a busy period for the airship crews, as an Arkansas and a Texas contact were both reported on that date.

The first story was reported from the town of Rockland, Texas, and appeared in the April 22nd issue of the *Houston Post*:

"Mr. John M. Barclay, living near this place (Rockland), reports that last night about 11 o'clock, after having retired, he heard his dog barking furiously, together with a whining noise. He went to the door to ascertain the trouble and saw something, he says, that made his eyes bulge out and but for the fact that he had been reading of an airship that was supposed to have been in or over Texas, he would have taken to the woods.

"It was a peculiar shaped body, with an oblong shape, with wings and side attachments of various sizes and shapes. There were brilliant lights, which appeared much brighter than electric lights. When he first saw it, it seemed perfectly stationary about five yards from the ground. It circled a few times and gradually descended to the ground in a pasture adjacent to his house. He took his Winchester and went down to investigate.

"As soon as the ship, or whatever it might be, alighted, the lights went out. The night was bright enough for a man to be distinguished several yards, and when within about thirty yards of the ship he was met by an ordinary mortal, who requested him to lay his gun aside as no harm was intended. Whereupon the following conversation ensued: Mr. Barclay enquired: 'Who are you and what do you want?' 'Never mind about my name, call it Smith. I want some lubricating oil and a couple of cold chisels if you can get them, and some bluestone. I suppose the saw mill hard by has the two former arti-

cles and the telegraph operator has the bluestone. Here is a ten-dollar bill; take it and get us these articles and keep the change for your trouble.'

"Mr. Barclay said: 'What have you got down there? Let me go and see it.' He who wanted to be called Smith said: 'No, we cannot permit you to approach any nearer, but do as we request you and your kindness will be appreciated, and we will call you some future day and reciprocate your kindness by taking you on a trip.'

"Barclay went and procured the oil and cold chisels, but could not get the bluestone. They had no change and Mr. Barclay tended him the ten-dollar bill, but same was refused. The man shook hands with him and thanked him cordially and asked that he not follow him to the vessel.

"As he left Mr. Barclay called him and asked him where he was from and where he was going. He replied 'from anywhere, but we will be in Greece day after tomorrow.' He got on board, when there was again the whining noise, and the thing was gone, as Mr. Barclay expressed it, like a shot out of a gun. Mr. Barclay is perfectly reliable."

In Arkansas, an aerial visitor settled to earth about two hours after the Barclay contact. In its April 23rd edition, the Harrisburg, Arkansas, *Modern News*, gave the following account:

"The airship of which we have read so much of late has caused considerable comment but no one ever dreamed that it would ever be anchored in Harrisburg. Wednesday night (April 21) Ex-Senator Harris was awakened about 1 o'clock by an unfamiliar noise, and upon taking a peep out he spied a peculiar looking object in the west. Instantly he thought of the wonderful airship which had so mystified the people of the west during the past few weeks, and hurriedly dressing he took his field glass and went out in the yard where he could get a good view.

"The first sight through the glass satisfied him that it was a wonderful airship. As the object came nearer he could discern the shape, but in a few seconds it came so near he threw down his glass. The mysterious flyer paused and gradually descended to within a few feet of the ground and only a short distance from Mr. Harris' yard. Mr. Harris says there was an

elderly man, a woman and two young men on board. The old gentleman wore a heavy set of dark, silken whiskers, which hung down near his waist. He had jet black eyes and a deep, firm expression. Mr. Harris said he walked out a little nearer and hailed the old gentleman. The old man seemed a little surprised when he spoke, not expecting to see any one out at that hour of night, but he spoke pleasantly, and after taking on a supply of fresh well water, he said:

"Well, you seem to be a very clever man, and if you will promise not to divulge my secret in a way to do me harm I will tell you the whole story, except how the effect is produced."

"After receiving satisfactory assurance, he continued: 'Do you remember about 26 years ago (in the St. Louis papers), an account of a scientific invention made by a gentleman, whose name I will not mention, by which the laws of gravitation were entirely and completely suspended? He was offered big sums of money for it by several syndicates in this country, and also had large offers from parties at Paris, London and many other places. During the time he was considering these offers he had the invention securely locked in a safety deposit vault in New York City. Before he had accepted any of the offers he was taken violently ill, and after lingering a few weeks died, leaving his invention in the vault. This man was my uncle and he had partially confided the secret to me, but not sufficiently for me to do anything without the original invention.'

"After the lapse of about 19 years I managed to secure the original, and having plenty of money at my disposal and having devoted my time and talent during the past seven years to experimenting, I have an airship which is almost perfection, but I am not quite through experimenting, and so I continue to travel at night to keep from being detected. I will make an attempt to visit the planet Mars before I put the airship on public exhibition."

"Weight is no object to me. I suspend all gravitation by placing a small wire around an object. You see I have a 4-ton improved Hotchkiss gun on board, besides about ten tons of ammunition. I was making preparations to go over to Cuba and kill out the Spanish army if hostilities had not ceased,

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but now my plans are changed and I may go to the aid of the Armenians. To use this improved gun we only have to pour the cartridges into a hopper and press a button and it fires 63,000 times per minute.

"No, gravitation is not in my way. I place my wire around this 4-ton gun and hold it out with one hand and take aim. Oh, I could place my anti-gravitation wire around the national capital building and take it by the dome and bring it over and set it down in Harrisburg as easy as I could an ink stand. Distance is almost overcome: why we came over the suburbs of Dallas at 12:10, less than an hour ago, and we have travelled very slowly. I could take breakfast here, do my shopping in Paris and be back here for dinner without inconvenience, as soon as I get my new propellors completed."

"He said he must be off before anyone else was disturbed and invited Mr. Harris to take a ride with him, but he kindly declined the offer. He bade Mr. Harris adieu and floated up and drifted away to a place among the stars and in a few seconds was hid beyond the darkness of the night."

Another Texas contact was reported to have occurred on the night of April 24th. The Houston *Post* of April 26th carried the story, which came from the town of Josserand:

"Considerable excitement prevails at this writing in this usually quiet village of Josserand, caused by a visit of the noted airship, which has been at so many points of late. Mr. Frank Nichols, a prominent farmer living about two miles east of here, and a man of unquestioned veracity, was awakened night before last near the hour of twelve by a whirring noise similar to that made by machinery. Upon looking out he was startled upon beholding brilliant lights streaming from a ponderous vessel of strange proportions, which rested upon the ground in his cornfield.

"Having read the dispatches published in the *Post* of the noted aerial navigators, the truth at once flashed over him that he was one of the fortunate ones and with all the bravery of Priam at the siege of Troy Mr. Nichols started out to investigate.

"Before reaching the strange midnight visitor he was accosted by two men with buckets who asked permission to draw water from his well. Thinking he might be entertaining

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heavenly visitors instead of earthly mortals, permission was readily granted. Mr. Nichols was kindly invited to accompany them to the ship. He conversed freely with the crew, composed of six or eight individuals about the ship.

"The machinery was so complicated that in his short interview he could gain no knowledge of its workings. However, one of the crew told him the problem of aerial navigation had been solved. The ship or car is built of a newly discovered material that has the property of self-sustenance in the air, and the motive power is highly condensed electricity. He was informed that five of these ships were built at a small town in Iowa. Soon the invention will be given to the public. An immense stock company is now being formed and within the next year the machines will be in general use. Mr. Nichols lives at Josserand, Trinity County, Texas, and will convince any incredulous one by showing the place where the ship rested."

Deputy Sheriff John McLemore and Constable John J. Sumpter, both of Hot Springs, Ark., described a craft and occupants seen by them on May 6th. The *Fort Smith Daily News Record* reported the story on May 13th:

"The airship story which . . . Sumpter and . . . McLemore related to a Hot Springs *Sentinel* reporter the other night on their return from a midnight trip beyond the Sugar Loaf mountain subjected them to the jokes and gibes of their friends, says the *Little Rock Democrat*. They, however, most seriously maintain that it is absolutely true, and their earnestness is puzzling many, who, while unable to accept the story as a fact, yet see that the men are not jesting. In order to convince their friends of their sincerity at least, Constable Sumpter wrote out the following statement, detailing their discovery, to which he and Mr. McLemore made affidavit:

While riding northwest from this city on the night of May 6, 1897, we noticed a brilliant light high in the heavens. Suddenly it disappeared and we said nothing about it, as we were looking for parties and did not want to make any noise. After riding, four or five miles around through the hills we again saw the light, which now appeared to be coming down, until all at once it disappeared behind another hill. We rode on about half a mile further, when our horses refused to go

further. About a hundred yards distant we saw two persons moving around with lights. Drawing our Winchesters—for we were now thoroughly aroused to the importance of the situation—we demanded: 'Who is that, and what are you doing?'

A man with a long dark beard came forth with a lantern in his hand, and on being informed who we were proceeded to tell us that he and the others—a young man and a woman—were traveling through the country in an airship. We could plainly distinguish the outlines of the vessel, which was cigar-shaped and about sixty feet long, and looking just like the cuts that have appeared in the papers recently. It was dark and raining and the young man was filling a big sack with water about thirty yards away, and the woman was particular to keep back in the dark. She was holding an umbrella over her head. The man with the whiskers invited us to take a ride, saying that he could take us where it was not raining. We told him we believed we preferred to get wet.

Asking the man why the brilliant light was turned on and off so much, he replied that the light was so powerful that it consumed a great deal of his motive power. He said he would like to stop off in Hot Springs for a few days and take the hot baths, but his time was limited and he could not. He said they were going to wind up at Nashville, Tenn., after thoroughly seeing the country. Being in a hurry we left and upon our return, about forty minutes later, nothing was to be seen. We did not hear or see the airship when it departed.

John J. Sumpter, Jr.
John M'Lemore.

Subscribed and sworn to before me
8th day of May, 1897.

C.G. Bush, J.P.

The Arkansas *Gazette*, commenting on the Sumpter-McLemore experience, assured its readers that "both are men of undoubted integrity [and] their statement can be fully relied upon as being true."

Landing and contact reports came from places such as Reynolds, Michigan; Belle Plaine, Iowa; Carlinville and Springfield, Illinois; Hot Springs and Harrisburg, Arkansas, and a number of other locations. Always, the talk was of "secret inventions," this concept ably abetted by the airship oc-

cupants themselves in their conversations with those who witnessed their landings.

Whoever they may have been, they were "aerial litter-bugs." They dropped a half-peeled potato at Atchinson, Kansas; a Canadian newspaper at Flint, Michigan; and an aluminum wheel at Pennfield, Michigan. Various "messages" from the airship "inventors" were found in a number of places.

Sightings were reported from other parts of the world during the summer of 1897. On July 17th, an object was seen in a small town in Sweden. It resembled a balloon with drag ropes and a net. One person was visible in the "gondola" of the device.

On August 13th, two widely separated reports were made. Off the coast of Norway, the crew of the steamer *Kong Halfdan* saw an object described as "a big balloon." At Vancouver, B.C., Canada, on that same date, "an object was seen in the sky travelling eastward, which had all the appearance of an air ship, and what was said to be a balloon was reported at three or four different points in Manitoba and the Territories."

At 12:40 A.M., August 16th, two passengers on board a train running between Port Arthur and Sudbury in Ontario, Canada, saw a mysterious object in the sky. According to their account of the incident, "There was a large white light, and at an angle above it on the left a red light, and at a like angle on the right a white light. The object appeared to be about half a mile above the earth, and when first seen was at an angle of 30 to 40 degrees above the horizon. It seemed to be moving with the wind about 30 miles an hour, as the train was running at 45 miles an hour, and the object appeared to fall in [the] wake."

When the train turned inland from the shore of Lake Superior, the object did likewise, apparently following them up the valley. "As it turned the red light became blue, and there was disclosed in line with the main headlight a row of four lights terminated by a circle or ellipse of a dozen lights, in the midst of which was the dark body of the airship. The light had the steady clearness of electric or acetylene light, and [we] could form no other opinion than that it was an airship . . ."

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An engineer in the town of Ustyug, Russia, reported a sighting at 2:30 A.M. on the morning of September 26th: ". . . I observed a balloon drifting rapidly southeast over the town of Yakolevskaya . . . The balloon had an electric (phosphorescent) sheen . . . [and] was visible for less than three minutes, disappearing rapidly over the horizon."

The reported luminosity and speed of this last "balloon" seemed to place it in the "unknown" category.

The years of 1896-97 made "airship" a household word in many parts of the world. Whether the "aeronauts" were terrestrial or extraterrestrial, they certainly produced a major flap.

1909-10

Events involving three major areas took place in the years of 1909-10:

ENGLAND—On March 24, 1909, a police constable in the town of Peterborough reported that a "mysterious airship" had overflowed the community the previous night.

P.C. Kettle, in an interview with the local newspaper, the Peterborough *Citizen and Advertiser*, said that his attention was first attracted by a sound similar to that of a motor car. Upon seeing nothing in his vicinity, he "looked up . . . and saw almost above me an airship. It had a powerful light, and was a considerable distance from the earth. In fact, it looked little more than a couple of yards long."

In response to questions from the newspaper reporter, Kettle revealed that the airship was oblong and "was travelling as fast as an express train." He emphatically stated that it was not an ordinary balloon.

There was much talk of foreign spies, but a later newspaper account stated: "We understand that the Intelligence Department at the War Office is taking no steps in the matter." That remark has a rather familiar ring to it!

Various other reports of aerial activity filtered into the newspaper offices in the following weeks, but were ignored by the editors, allegedly because all evidence in the reports was "unsatisfactory." Or, as the U.S. Air Force would probably say, "insufficient information!"

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The first known 20th century report of landing occupants took place on May 18, 1909, on Caerphilly Mountain in Wales.

Mr. C. Lethbridge of Cardiff was walking home from the town of Senghenydd when he came upon the landed craft. Said Lethbridge: "I reached the top of the mountain at about 11 o'clock [P.M.], and when turning the bend at the summit, I was surprised to see a long tube-shaped affair lying on the grass with two men busily engaged with something nearby. They attracted my attention because of their peculiar get-up. They appeared to have big, heavy fur coats, and fur caps fitted tightly over their heads. I was rather frightened, but I continued to go on until I was within 20 yards of them. The noise of my little spring cart seemed to attract them, and when they saw me they jumped up and jabbered furiously in a strange lingo . . . the long thing on the ground rose up slowly—I was standing still quite amazed—and when it was hanging a few feet off the ground the men jumped into a kind of little carriage suspended from it and gradually the whole affair and the men rose into the air in a zig-zag fashion. When they had cleared the telegraph wires that pass over the mountain, two lights, like electric lamps, shone out, and the thing went higher into the air and sailed away across Cardiff."

In later interviews with reporters, Lethbridge mentioned seeing wheel-like attachments on the bottom of the craft's carriage and a "whirling fan" on the tail.

On the night of May 20-21, other citizens of Cardiff saw strange nocturnal visitors. The *Cardiff Mail* stated: "A report from Pentyrch said that the object was very large, with two lights, one at each end. A report from Dublin about the same time stated that it appeared to have a cigar-shaped body 'with two clear lights in front and travelling at a considerable pace across the sky.'" From the Newport area came other reports of an airship passing above that town, heading for Cardiff.

Charles Fort, commenting upon the reports during the Spring of 1909 in *Lo!*, remarks that the London *Weekly Dispatch* listed twenty-two locations where airships had been seen during the week preceding May 23rd, plus nineteen earlier reports during March and May.

Although the objects were variously "explained" (fire-balloons, an advertising balloon, etc.), people who were thoroughly familiar with all man-made aerial contrivances disagreed. Mr. C. S. Rolls, founder of the Aero Club, thought some of the stories were hoaxes, but conceded that not all of them could be so explained.

NEW ZEALAND—Beginning in the last week of July, 1909, a series of airship sightings was reported in various parts of New Zealand. Over a six-week period, residents who gazed at the skies were rewarded with glimpses of the mysterious visitors.

The Nelson, N.Z., *Evening Mail* reported what seems to have been the first sighting of the flap.

On July 24th, a resident of Riwaka saw a mysterious light moving across the sky: "The object . . . was first seen to appear in the direction of D'Urville Island. It came across the bay until it appeared quite close to Motueka, then it changed its course and travelled in the direction of Farewell Split, where it was lost sight of. The object zig-zagged across the bay, also rising and falling at intervals. The observer watched it for fully 20 minutes before calling the people from a house to see this strange sight. The light was described to be as large as an ordinary-sized bucket."

Addition reports were not long in coming. People in Dunedin and Mosgiel asserted that they saw a strange light in the sky on the night of July 28th. Some said a "dark body" was visible behind the light. A settler at Kauroo Hill told of seeing an object "shaped like a boat with a flat top, speeding along at something like 30 miles an hour or more." This same object was also seen at Maheno.

Passengers on a train bound for Greymouth gazed in awe at a light coming in from the ocean on the night of July 29th. The light "was moving up and down and advancing towards Greymouth Harbor." It came close to the shore and descended near the breakers. It was observed to rise and fall occasionally, finally moving off toward Point Elizabeth, travelling against a strong wind.

A couple living near Gore watched the movements of "the airship" on the night of July 31st as it maneuvered over the Blue Mountains. At first, it appeared only as a bright light,

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but later they "distinctly saw what looked like an airship." The light was occasionally obscured by what seemed to be "large fans." The object travelled on a straight course with a motion like that of a boat. Following its initial appearance at 11:30 P.M., the craft came into view again at 1:00 A.M. and at 3:00 A.M. that same night.

Airship occupants were reported by a resident of Waipawa who claimed to have seen a craft over Kaikora. He said the machine was grey and torpedo-shaped, with three men aboard, one of whom shouted at him in an unintelligible language. The man said he watched the object for some time and it appeared to be under perfect control. Two white lights were visible on the craft.

Other sightings were reported during the first week of August at Otago, North Auckland, Hawkes Bay (where it was dubbed an "Aerialite"), Kaihu, and Clive.

A prominent clergyman, supported by other witnesses, claimed to have seen mysterious lights over the Dandenong Ranges on the night of August 7th. He described them as "of a changing white, red and blue hue and as they travelled along they slowed, dipped and rose again."

More "mundane" sightings were reported from various localities during the remainder of August. The New Zealand *Herald* of September 10th, reported what seems to have been the last airship sighting of the year: ". . . on the 1st instant . . . an object resembling an airship was seen maneuvering in an undulating fashion in the direction of the Tapanui Hills and it gradually disappeared over the horizon towards Kelso." The object was described as cigar-shaped, with a car attached to it. It was moving at "great velocity" and remained in sight for several minutes.

Henk Hinfelaar, commenting on the 1909 flap in his excellent journal, *Spaceview*, notes that the only known aircraft of this period were the Wright Brothers' early models and Count Zeppelin's dirigibles. Needless to say, Orville and Wilbur Wright were not navigating the New Zealand skies in 1909. Zeppelins had such a restricted flying range that great difficulties were encountered in making flights from Germany to England. As with the earlier airship flaps, no simple answer was sufficient.

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UNITED STATES—Although one sighting of a mysterious light was reported in the New England area on the night of September 8, 1909, the U.S. airship flap of that year did not begin in earnest until mid-December.

At Long Island, N.Y., a lifeguard told of hearing an airship pass above him on the night of December 12th. He heard a buzzing, resembling the "rattle and hum of a high speed motor," but the supposed aerial craft was not visible.

Most of the December airship sightings occurred in the Northeastern states, but a few "mavericks" were reported from other points. On the night of December 13th, at about 10:00 P.M., Mr. A. W. Norris of Mabelvale, Arkansas (a Little Rock suburb), observed a strange light moving through the air. It was apparently only 300 feet above his home, travelling south at a rapid rate, and quickly disappeared into the darkness. Mr. Norris said it had the appearance of an automobile searchlight and rose and fell like a bird in flight. Astronomical answers were ruled out by the fact that the sky was cloudy at the time.

Another sky mystery was reported from the Little Rock, Ark., area on the night of December 19th. A "cylindrical shaft of light" was seen by several citizens.

The Arkansas *Gazette*'s staff, upon being informed of the phenomenon, saw it stretching across the southeastern sky, but could give no ready answers to startled questioners. It seemed "too straight, steady and regular in outline" to be a cloud. One reporter "adjudged it to be the headlight of an airship" and was promptly "excused from further guessing!" The "shaft" soon faded from view and was later "explained" as a lunar halo by H. F. Alciatore, section director of the Weather Bureau, who did not see it.

The flap began in New England on the night of December 21st. Observers in Potowomut and Providence, Rhode Island saw an object carrying red lights, which soon disappeared on the southern horizon.

Thousands of people in various cities of Rhode Island and Massachusetts watched an airship cavort in their skies on the night of December 22nd. In Worcester, Mass., crowds watched it maneuver over the city for more than fifteen minutes. It travelled at estimated speeds of 30-40 miles per hour,

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while "sweeping the heavens with a searchlight of tremendous power."

The night of December 23rd brought a return visit from the nocturnal voyager, as thousands of persons in Massachusetts and Connecticut saw the light moving at high altitude. It remained visible for about ten minutes and moved away rapidly to the southeast.

On Christmas Eve, the attack of "airshipitis," as the press termed it, afflicted many people, it seemed. The Providence, R.I., *Journal* commented that "every star was an airship, every light in the sky was an aeroplane, and some were disappointed because they couldn't ring in the moon as a dirigible balloon." Any genuine airship sightings that may have been made that night would be difficult to establish in the welter of misinterpretations.

During all the furor, Wallace E. Tillinghast became the center of attention by announcing that his "secret aeroplane" was responsible for all the reports. Tillinghast claimed to have made over one hundred successful flights in machines of his own construction. More than twenty flights were claimed for the model in which he allegedly set the New England states in an uproar.

Perhaps Tillinghast's most startling assertion was of a trip from Worcester, Mass., to New York City, thence to Boston and back to Worcester. Such a trip would have covered about 600 miles. Tillinghast claimed to have made it non-stop on September 8, 1909, the night that a mysterious light was seen in sections of the Northeast.

Tillinghast was described as "a business man of good standing" and "an experienced mechanic." He steadfastly refused to comment on his claimed involvement in the mysterious night flights, saying only that in his own good time, he would prove his statements concerning the airworthiness of his "aeroplane." So far as is known, he never did so, although much of the mystery surrounding Tillinghast remains unsolved.

As 1910 drew near, the airships seemed to move to the southern and central portions of the nation. The town of Huntington, West Virginia, received a visit early on the morning of December 31, 1909. Joseph Green, a local

farmer, reported seeing "three huge lights of almost uniform dimensions" which seemed to fall onto his farm. A thorough search of the property revealed nothing out of the ordinary.

For three successive days, a mysterious white airship was seen in the Chattanooga, Tennessee, area. It first appeared at 9:00 A.M. on the morning of January 12, 1910, passing over Chattanooga "at a great altitude." Thousands saw the craft and heard the sound of its engines. Later that day, it was seen over Huntsville, Alabama, travelling rapidly.

On the morning of January 13th, it again passed over Chattanooga, this time at 11:00 A.M. A man was seen in the machine as it passed overhead in a northerly direction. Taking about ten minutes to cross the city, it was soon lost to view in the heavy fog along the Tennessee River.

The third trip over Chattanooga was made about noon on January 14th, with the ship once again coming from the north and travelling southeast, disappearing over Missionary Ridge.

Citizens of Knoxville, Tenn., reported that an airship passed over their city shortly before 7:00 P.M. on the 14th of January, going rapidly in a southerly direction. The outline of the craft was plainly visible and the noise of its motors could be heard.

Paragould, Arkansas, reported a large, white airship seen over that city on the night of January 15th. Three or four persons were seen on board the ship, which carried a powerful headlight, in addition to being brilliantly lighted. The machine passed over the city from north to south, at an approximate altitude of 1000 feet.

What appears to have been the last reported airship sighting of January 1910 came from Memphis, Tenn., on the 20th. At 8:00 A.M., a number of persons saw a craft flying "east to west by south." It was very high in the air and seemed to be travelling at a high rate of speed. It crossed the Mississippi River into Arkansas and veered slightly to the south, disappearing rapidly.

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October 14, 1912, seems to have marked the beginning of the 1912-13 flap in England. At about 7:00 P.M. on that date, residents of Sheerness heard a "buzzing noise" which they assumed to be the motor of an airship. It was thought that an aeroplane attached to the Naval Aviation School at Eastchurch was making a night flight. However, inquiries revealed that no aircraft from the school were in use that night.

The reported airship flight caused several questions to be asked in Parliament concerning the capabilities of Zeppelin dirigibles and the possibilities of attack by foreign aircraft. At that time, England had no craft which could match the Zeppelin dirigibles.

Although no sightings of aerial craft were reported during November, mysterious explosions seemingly originating in the skies were heard in various places. No incidents of gunfire or blasting could be found to account for the noises.

Only one sighting was reported during December, 1912, that being at Portsmouth on December 3rd. An airship, "flying a White Ensign and carrying a crew of four," was seen approaching from a northerly direction. It remained almost stationary over the town for fifteen minutes, then returned to the north.

The sighting lull was broken shortly before dawn on January 4, 1913. An airship, carrying a light and moving in a northeasterly direction, passed above the town of Dover at about 5:00 A.M. Three persons, including a police constable, saw the craft and heard its motors.

Because of the number of sightings, it will be best to review them briefly in chronological order:

January 17—Airship seen passing over Cardiff, heading for Swansea. Seen by Chief Constable of Glamorganshire at 4:45 P.M. Could not be seen clearly owing to dusk and fog, but left a "dense volume of smoke" in its wake and quickly disappeared.

January 25—Aircraft carrying brilliant light seen over Liverpool between 7:00 and 8:30 P.M., travelling apparently at 25 miles an hour. No planes flying from Liverpool Aviation

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School. —Village of Chancery is visited by an airship with bright searchlights at 8:25 P.M. It turned south and disappeared.

February 1—Airship seen at Glamorganshire and Greenmeadow, Cardiff. Travelling westward when seen at Greenmeadow, about 10:45 P.M.

February 2—Constable at Aberavon saw an airship at 7:30 P.M., going over Swansea Bay. Several other spectators saw the outline of an airship carrying a light.

February 5—Numerous observers at Newport, Cardiff, Neath and other points, report the night visit of an airship with a bright light. Some discerned the outline of the craft, which travelled to the northwest.

February 21—Aerial craft seen about 10:00 P.M. in several parts of Northeast Warwickshire. It carried three lights and moved from the direction of Leicester towards Birmingham.

February 24—Bright light seen moving over Gosport at about 8:00 P.M. No sounds coming from it and no craft outlines visible. —Also seen at Ipswich, maneuvering in the skies west of that town. No outline discernible.

February 25—Airship sailing westward seen at Hornsea between 8:00 and 8:30 P.M. —At Hull, crowds of people watched a craft for more than an hour. Bright lights with an occasional reddish hue were seen. Finally disappeared in the western skies. —Airship with bright lights and sounds of motors heard over Liverpool. Observed for 45 minutes, then disappeared to the North. —At Hunstanton, three bright lights were seen approaching rapidly from the east at a considerable height. No outline visible, but lights remained in view for half an hour, finally disappearing seawards. —Aircraft seen over Grimsby by crew of the steam trawler "Bermuda." A bright white light rising and falling as it moved toward Hull.

February 26—A postman at Portland Harbour saw the clear outline of an airship, carrying a dazzling searchlight. Also seen and heard by other residents.

February 27—Airship with powerful searchlight seen at 2:00 A.M. by a police constable at Hucknall. The ship was travelling from the direction of Nottingham towards Mansfield.

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February 28—Skipper of the trawler *Othello* reports seeing an airship "when 170 miles northeast of the Spurn." It circled the trawler twice and then rose, proceeding in a westerly direction.

April 8—Airship with brilliant light seen again at Cardiff shortly before 9:00 P.M. It travelled at 60-70 miles an hour at a "considerable height." Watched by crowds of people.

There were numerous attempts to explain the sightings as the planet Venus, German airships, fire-balloons, etc. While it is true that Venus was then prominent as the evening star, only the most "Menzel-ian" thinker would ascribe to Venus the properties of movement and brilliance inherent in the airship reports.

A fire-balloon was found in Yorkshire during the flap, but, as with Venus, this cannot explain all reports.

As for German airships, it should be noted that guards were patrolling all the coasts of England, having been especially commissioned to watch for any foreign aircraft. During the entire flap, *nothing* was seen to cross the English Channel by air.

IV

Pilots and UFOs

by Brad Steiger and Joan Whritenour

On December 30, 1966, Captain Robert Millbank was piloting his Canadian Pacific Airlines DC-8 from Lima, Peru, to Mexico City. The flight had been uneventful and the pilot was relaxing in his seat when, about 3:00 A.M., he looked out of the left window and saw two lights on the horizon.

"They were twinkling with the refraction of the atmosphere," Captain Millbank said later, "but I then realized that two stars should not be so close together. As I watched, the two lights were getting farther apart and moving toward us. If it had been a plane, the lights might have been red and white or red and green, but they were both white."

Captain Millbank's DC-8 was flying at an altitude of 35,000 feet with an aircraft speed of about 600 miles per hour. They were about two-degrees south of the Equator. Captain Millbank had been a pilot for sixteen years and had never seen a UFO. He had, in fact often expressed his disbelief of the reality of "flying saucers."

As he watched the lights fast approaching the DC-8 one of them began to pulsate, indicating that it was changing in intensity. "Then I saw two beams of light . . . shining upwards

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in a V-shape," Captain Millbank said. "The two lights appeared to be descending and levelling off at our aircraft."

At this point, navigator Mike Mole, Purser Joseph Lugs, Second Officer John Dennis Dahl, and pilot trainee Wolfgang Poepperi gathered to watch the object, which seemed to be intercepting the DC-8 at right angles.

"It was getting bigger all the time," Captain Millbank said in his report, "and at one point it shot out a trail of sparks like a rocket."

As the UFO neared the airliner, the crew could distinguish a string of smaller and dimmer lights between the two larger, brighter ones. Captain Millbank described them as appearing "... like cabin windows in an airplane."

The crew members later said that they could not tell whether they were seeing the UFO from the side or from the front, nor could they determine whether the object was round or tubular. When the UFO levelled off at their left wingtip, the full moon enabled the crewmen to see "... a shape between the two lights which appeared thicker in the middle."

As the unidentified flying object passed over the DC-8's wingtip, Captain Millbank was able to determine some idea of the size of the mystery craft. He described it as being "about the size of a DC-8."

Captain Millbank gave an immediate radio description of the object and filed a written report with airport authorities in Mexico City shortly after landing. He answered a firm "no" to all suggestions that he had mistakenly seen stars, planets, conventional aircraft, or weather balloons. "It would be nonsense to try and connect it with anything that I know of," he told one interviewer.

Early in 1959, John Lester of the Newark *Star-Ledger* reported his survey of a group of more than fifty airline pilots, all with more than fifteen years experience. At that time the Air Force was extending its censorship policies to the airlines, a situation which the airline pilots found not only intolerable, but "absolutely ridiculous." Each of the pilots to whom Lester spoke had seen at least one UFO and all of them had been interrogated by the Air Force.

"We are ordered to report all UFO sightings," one pilot

complained to the newsman, "but when we do, we are usually treated like incompetents and told to keep quiet. This is no fun, especially after many hours of questioning—sometimes all night long. You're tired. You've just come in from a grueling flight, anxious to get home to the wife and kids. But you make your report anyhow and the Air Force tells you that the thing that paced your plane for 15 minutes was a mirage or a bolt of lightning. Nuts to that. Who needs it?"

The climate is changing, largely due to the efforts and statements of a few courageous and outspoken men associated with the aviation industry. In May of 1966, Knut Hammarskjold, director general of the International Air Transport Association, told a meeting of the Aviation Space Writers Association that he had a "confession" to make: "I believe in those Unidentified Flying Objects," he said. "Is it really unlikely that there exist civilizations outside our planet which are more developed, both technically and mentally, than we are? Are these space neighbors of ours getting more interested in what we are doing as our own technical abilities develop?"

The authors have talked to numerous pilots, stewardesses, and crewmen, who readily share Knut Hammarskjold's "confession" and are extremely articulate in describing sightings of craft which they believe must come from a world of culture other than our own.

One of the most encouraging developments in recent years is the organization of the Volunteer Flight Officers Network. VFON is comprised of almost 30,000 flight crew members who fly almost two million miles of routes. Sixty-eight airlines make up the network, fifty of which fly outside of the United States. VFON intends to get all flight crewmen in the habit of carrying cameras so that photographic evidence of UFOs might be amassed for the most skeptical analysts. VFON will be able to circulate reports of UFOs, re-entering space objects, satellites, meteors, and fireballs by utilizing the teletype linkage which already connects most of the world's major airlines.

An efficiently operating network of 30,000 observers will still not be able to absorb the shock effect of an encounter between UFO and airliner. No amount of discussion and

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preparation can appreciably minimize the knee-buckling, stomach-tingling, sweat-producing trauma of the moment-of-truth.

On September 10, 1967, the crew of a Douglas DC-6 bringing ninety-six vacationers back to Britain from Majorca Island, off the Spanish coast, sighted a cone-shaped alien craft while flying at 16,000 feet.

"It was fantastic," said Captain Fred Underhill. "I saw the UFO for three minutes, and it was like nothing I had seen before."

Captain Underhill, First Officer Patrick Hope, and Flight Engineer Brian Dunlop saw the UFO cross at supersonic speed about 40 miles ahead of their DC-6. While they watched, the strange, cone-shaped object slowed, changed direction, and began moving toward them.

"In my business you get used to seeing other aircraft moving in the sky," Captain Underhill said, "but this thing was going real fast. At first it was just a silver dot which seemed to be moving directly across our path. I estimate that in the first minute I watched, the UFO must have traveled about 60 miles. This puts its speed at about 3500 miles per hour, faster than any aircraft I have ever seen before."

It was about 5:00 P.M. when the crew members made the sighting. Visibility was good, and the sun was shining on one side of the UFO. The DC-6 was about 80 miles northwest of Barcelona, Spain, cruising at a speed of 300 miles-per-hour.

As the three flight officers watched the incredibly fast-moving UFO ahead of them, they became a bit uncomfortable when they saw it slow down and turn in their direction. Its sudden approach did, however, give them a chance to get a good look at the mysterious interloper.

"It was about 100-feet high and 80-feet wide," said First Officer Hope, who made a sketch of the object to send to the Denver, Colorado, headquarters of VFON. "It was shaped like an ice-cream cone pointed upward. It was apparently made of silver metal. The top pointed part was quite clear, but below that it was an indistinct shape lost in some sort of haze."

Captain Underhill noted in his report that there was no sign of portholes, doors, or even a vapor trail. After turning

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in their direction, the cone-shaped UFO had come alongside the DC-6, veered toward it, then disappeared out of sight below the conventional airliner.

Herb Roth, VFON organizer, said that the report was one of the most remarkable of the twenty-two major UFO sightings made by flight crew members since VFON was formed in 1965. Roth feels, and it would seem quite justifiably so, that the various research organizations tend to put a great deal of credence in UFO reports made by flight crew members. Such personnel are trained observers, who, by the very nature of their work, would be closer to a UFO during a sighting than would people on the ground.

On December 19, 1966, a skeptical pilot saw three glowing UFOs while he was on the ground, but the experience was enough to shake his disbelief.

"I can't discount what I saw," said William H. Gilchrist, commenting on the unidentified flying objects he and several Lemon Grove, California, residents sighted between 8:30 and 9:00 P.M. "It's beyond my knowledge. There were no sounds, no running lights, or beacons, like on an airplane."

Donald R. Carr, senior mechanical engineer, who was among those who witnessed the glowing spheres, said that he was satisfied that the UFOs were some type of intelligently controlled vehicles of extraterrestrial origin.

The interaction of Air Force pilots and UFOs began during the closing days of World War II when Allied personnel on bombing missions reported strange, glowing objects that seemed to follow their aircraft. These UFOs were nicknamed "foo-fighters" and barracks scuttlebutt cast the mysterious objects in the role of one of Hitler's last-stand secret weapons. If they were Nazi war-machines, however, they must be written off as complete failures, as there are no records of any Allied craft having been downed by the "foo-fighters."

But the "foos" were really there, and many Allied pilots who had begun to keep accounts of the mysterious objects theorized that they operated under intelligent control. It came as something of a shock to pilots in both the European and Far Eastern Theaters when the Air Force officially decreed that the mysterious "foo-fighters" had never existed at all,

and any pilots claiming to have seen them had been suffering from battle fatigue and hallucinations.

In *Flying Saucers Are Hostile*, we quote a former war correspondent's interview with an Air Force major, who on V-E Day, told a number of journalists about Allied experience with what he termed "flying saucers." It is interesting to note that this B-17 pilot with fifty missions under his belt used the term "flying saucers" two years before the Kenneth Arnold sighting near Mount Rainier when the appellation was supposed to have been coined.

"Suddenly they'd be on our wing, six or eight of them, flying perfect formation," the major told the skeptical newsman. "You turn and bank, they turn and bank; you climb, they climb; you dive, they dive—you just couldn't shake 'em. Little, dirty grey aluminum things, ten or twelve feet in diameter, shaped just like saucers; no cockpits, no windows, no sign of life . . . when the things got tired of the game, they would just take off into space and disappear, flying at the most incredible speeds, five thousand miles an hour or more."

Although the war correspondent was skeptical of the major's story, he later discussed "flying saucers" with a man who had been the SHAEF G2 in Paris near the end of the war. This man told him that SHAEF had known all about the pilots' reports of flying saucers. "They were considered so secret they were in the 'eyes only' file. . . ."

It would seem, then, that in the pre-Arnold days, Air Force pilots were quite voluble about flying saucers. We have here a paradoxical reversal. During the closing days of the Second World War, it was members of the Air Force who were going around trying to convince people that its pilots were seeing flying saucers. Then, post-1947, the Air Force became the official debunker and scoffer in regard to civilian sightings of UFOs.

Official Air Force policy that flying saucers were "hallucinations" did not deter Captain Thomas Mantell from going in pursuit of the UFO that had been hovering over Godman Field Air Base on January 7, 1948. The strange case of Captain Mantell is well known and need not be repeated. The pilot's last words: "It looks metallic and it's tremendous in size. It's above me and I'm gaining on it. . . ." set off a contro-

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versy which still rages today. There are reports of a closed-casket funeral because of mysterious wounds on Captain Mantell's body; there are reports that *no* body could be found in the wreckage of the P-51. Whatever the truth of the matter, the Air Force had once again found itself dramatically involved in the enigma of flying saucers.

In February, 1968, the authors were in Chicago to tape the pilot film of a proposed television series, *UFOs—Here and Now*. At that time, it was our pleasure to meet Lt. Col. Howard C. Strand, Base Commander of the Detroit Air National Guard. Lt. Col. Strand has over 7,000 military hours flying time, more than half of it in jets. Strand is an honest, straight-from-the shoulder military man. He is a soft-spoken, gentleman-officer of the old school. He most certainly is not the sort of man to prefabricate a yarn to bring attention to himself.

On a clear spring day in 1953, Lt. Col. Strand encountered a number of UFOs while flying over Detroit. At that time he was on active duty in the Air Force flying F94-B aircraft and was stationed at Selfridge Air Force Base, Michigan. He had not been a "believer" in flying saucers prior to that sighting, and even today he devotes no time to ufology, other than to do selective reading on the subject. Lt. Col. Strand has had only that single experience in 1953, but it is a particularly impressive sighting. Here is Lt. Col. Strand's story:

"Approximately 10:00 A.M. one morning in March, 1953, I was scrambled on a routine patrol mission. We were expecting the Navy to try and penetrate our air defenses in the local area for practice purposes. After about twenty minutes of flight, the radar site controlling our flight gave us a target to our left at about the eight o'clock position. Upon visual checking, my airborne radar operator and I could see tiny specks in the sky which appeared as a ragged formation of aircraft. Our position at the time was approximately thirty miles northwest of downtown Detroit. The targets appeared to be over the city's central section.

"The objects were a little lower than our aircraft so we were in a slight downhill run at full military power, without after-burner, on the intercept. I can recall thinking more than once that I should be able to start identifying the aircraft any

second—but I couldn't. Their tailswings, and aircraft features just didn't seem to 'pop out' as they normally do when you close in on an aircraft to identify its type.

"All the while we were on a quartering head-on intercept, my radar operator in the back seat was trying to pick up the targets on our airborne radar. The ground radar had both our aircraft and the unknowns painted as good strong targets, but we were still unable to get any positive identification, and the objects seemed to be getting a little larger all the time.

"About this time, the radar operator in the back seat started receiving some returns on his scope and thought that he was picking up the targets. I was watching the objects until I looked in the cockpit, trying to inch out a little more speed without going into after-burner. When I looked up again—after no more than two to four seconds—the objects were gone!

"I had estimated the number of the UFOs to be between twelve and sixteen. We had been expecting to see and to identify Navy fighter-type aircraft. But now, nothing. Every last one of the objects had disappeared from sight.

"Immediately I asked the ground radar controller where they were and he told us the targets were still there—loud and clear.

"We continued to fly the headings given by the controller, right into the center of the targets.

"We flew and turned in every direction, but there was still nothing in sight.

"Gradually the targets disappeared from ground radar after we had been amongst them for three or four minutes, as close as 2,000 feet according to radar. Our airborne radar had picked up nothing after the initial fleeting contact before the objects had disappeared from visual sight.

"No UFO report was submitted by the aircrew for one reason. This was the era when it seemed the Air Force was denying even the possibility of UFOs and was attempting to make everyone who thought that there had been such objects look silly or stupid.

"In retrospect, I have personally come to two conclusions about my sighting:

"Number one: that I could not identify the objects as air-

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craft, because they weren't—there were no wings or tails to 'pop' into sight for identification as aircraft. At the time I had no thoughts of flying saucers; therefore, I made no efforts to identify them as such. If I had even so much as thought of it at the time, I never would have taken my eyes off them.

"I can say definitely that the objects were not conventional or jet aircraft, due to the fact that no aircraft could have turned around or 'gotten away' so to speak, in the two or four seconds I was looking in the aircraft cockpit. Remember, all the while we were bearing down on the objects at approximately 500 MPH in a quartering head-on pass.

"Number two: that the objects went straight up, out of sight to me and my airborne radar operator, but still visible as targets on the ground radar. Other sightings have been made where UFOs have gone straight up for tens or hundreds of thousands of feet in one or two seconds, then hovered or moved slowly at that new altitude.

"At the time of the sighting, I had 1700 hours flying time, accrued in nine years. Today I still feel the sighting on that perfectly clear day in 1953 was valid, that it was no figment of the imagination or trick of the eyesight. I have had no other sightings since that time."

On December 16, 1966, three Navy pilots and eleven other persons sighted four UFOs maneuvering over Ream Field, the Naval Auxiliary Air Station, near San Diego.

Ensign John Schmitt, a helicopter pilot at Ream Field; Ensign David Coghill, a pilot at Miramar Naval Air Station; and Ensign David Conklin, a North Island Naval Air Station pilot, paused at the main gate of Ream Field to observe the nine-minute aerial show which the UFOs presented at 9:30 P.M.

"They were bright, round, yellow objects flying in a triangular formation," said Ensign Schmitt. "They looked to be about the size of a quarter from where we were. I can't say they were UFOs. We don't know what they were. But none of us had ever seen anything like them."

The Navy pilots agreed that the objects could not be meteors, and they told newsmen that the things would hover, then go forward, then to one side. The aviators estimated that

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the objects travelled from about the maximum speed of a bomber to about five times that speed.

At first there were three performing UFOs, then a fourth came over the horizon from the east at a "terrific speed." According to Ensign Schmitt, "It stayed near the formation for a minute, then headed to the east. It dropped to a lower altitude and the magnitude of its light increased."

At this point, the late-comer dropped what appeared to be two spheres of light, which disappeared; then it headed west and out of sight.

"Soon after this, the other three objects suddenly disappeared," said Ensign Schmitt. "They flew in formation and moved in different directions. But we had had them in sight for about nine minutes."

Reinhardt N. Ausmus of Sandusky, Ohio, is one of the nation's oldest airmen. A member of the Early Birds, an organization composed of aviators who flew before or during World War I, Ausmus was travelling on Route 99 about 6:45 P.M. on January 30, 1967, when he and his wife observed a UFO over the Plum Brook Station of the National Aeronautics and Space Administration.

Reinhardt, who had long been skeptical about the existence of UFOs, said the object appeared stationary in the sky for more than four minutes.

Aviation officials as well as their employees sight UFOs. During a trip to Brazil in October of 1966, James Pfeiffer, an aviation industry executive, saw and photographed a UFO.

"It was spheroid-shaped," Pfeiffer said, "roughly 70 feet in diameter, very smooth in construction." Pfeiffer reported that the object had hovered at about 1,500 feet above the lagoon-side restaurant where he sat, then zoomed away at a great rate of speed and changed direction. He insisted it had not skidded or banked, but had a flat, 90-degree right turn. After this "impossible" maneuvering, Pfeiffer stated that the object had settled down in the woods across the water and emitted a high, then low-pitched whining sound that had been ". . . noisy enough to bring the restaurant employees out to watch."

Air Force investigators were especially interested in Pfeiffer's photograph because a shadow on the left side of the

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UFO suggested that the object had indeed been three-dimensional.

On May 17, 1966, Richard Goldthorpe, a design engineer who worked on the Lockheed C-138 aircraft project, reported that he had sighted a UFO that appeared to pick up ten smaller craft before it streaked out of sight at a "fantastic rate of speed."

Goldthorpe made his sighting from his bedroom about 3:05 A.M. He had been lying in bed looking out the window when he saw a bluish white object enter his field of vision. Once the object had the design engineer's attention, he watched it move on a slow, westerly course to pick up ten "very, very dim objects." Goldthorpe said the larger object would brighten when picking up the smaller craft, then dim when the smaller objects were aboard. "I know I didn't see an airplane or a star," Goldthorpe emphasized in his report.

The March-April, 1967, issue of the National Investigations Committee on Aerial Phenomena's *U.F.O. Investigator* recounted the experience of William Powell, a chief pilot for Sears, Roebuck, who saw in the bright daylight of May 21, 1966, a domed, saucer-shaped UFO ". . . as clear as seeing a Cadillac drifting by."

On August 12, 1965, veteran pilot Ray Hoffman of Shamokin, Pennsylvania, and his two passengers sighted a brightly lighted UFO while flying between Wilkes-Barre and Hazleton. Hoffman owns and operates the Shamokin Flying Service, and has been a licensed pilot since 1934; but until that night, he had never seen a UFO.

"If I ever had any doubts about reports of mysterious flying objects, they are gone now," the veteran pilot told the Shamokin *News-Dispatch*. "I've never seen anything like it."

Hoffman was flying a chartered flight from Kennedy International Airport to Hazleton, Pennsylvania. As he approached Wilkes-Barre, radio control alerted him that a UFO had been spotted moving very slowly between Wilkes-Barre and Hazleton. He landed at Wilkes-Barre, discharged two passengers, then began the final leg of the flight with Dale Dockey and his daughter Ellen of Berwick, Pa., as his passengers.

Hoffman said later that they were about 30 miles southeast

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of the landing field when the three of them had seen the UFO. "It was a bright light, large in size, and it certainly didn't look like any aircraft."

Hoffman tried to head his craft for the UFO, but the object veered to the side and sped off ". . . three times faster than we could travel."

Try as he might, the veteran pilot found it impossible to close the gap between his conventional craft and the UFO. He followed it toward Red Rock with the throttle wide-open at 230 miles per hour, but he was unable to catch it.

"I'm very satisfied to believe that it was not any kind of reflection and it certainly was not an aircraft," Hoffman said. "I've had many friends tell me of sighting these mysterious objects, and all of these people are very responsible. From what my passengers and I experienced, I am convinced that the light was caused by something other than another aircraft or a reflection."

James J. O'Conner, an insurance adjustor with a law degree, was piloting a private plane over Sebring, Florida, on September 20, 1966, when a cone-shaped UFO, "a good city block" long overshadowed and paced his craft for three minutes.

"I dove as fast as permitted without placing undue strain on my airplane," O'Connor told newsmen. "I dropped to 3,500 feet before I looked up again, and that's when I was frightened—that thing had not changed size at all, but was still with me and pacing me. It was still as big as a football field."

Just as O'Conner was about to fire a .38 caliber pistol at the huge UFO in an act of desperation, the object appeared to be changing shape, first to a wedge, then to a thin line, before it seemingly disappeared. It was then that the pilot realized that the UFO was climbing, ". . . doing a reverse peel off in a 360-degree turn. We don't have aircraft that could do this. It was like the thing was falling 'Up'. . . ."

Fred Schott, president of Schott Aviation and manager of Baldwin Field, was piloting W. A. Voorhees, president of the Electric Wheel Division of Firestone Tire and Rubber Company, to Quincy, Illinois from a business meeting in Kansas City when the two executives sighted a possible UFO on March 6, 1967.

Schott reported they had first noticed a long, white exhaust trail that extended straight north. The UFO was not clearly visible, but the two businessmen were able to distinguish a light. Although the sky was clear for the 8:00 P.M. sighting, the observation of the lighted UFO lasted only about four seconds when the exhaust trail was abruptly cut off.

Pilot Schott told newsmen that he was unaware of any conventional or jet aircraft that could move at the rate of speed at which the "light" had travelled. He also observed that the exhaust trail which they had seen was totally different from any other which he had previously encountered.

In March of 1967, Knox County, Illinois, deputy sheriff Frank Courson had little doubt that twice within three days he had seen "visitors from another planet."

Deputy Courson, a lawman for nineteen years and a private pilot for three, reported his observation of one of the UFOs through a pair of binoculars. "It was white and had a pulsating red light. The red light was nothing like a rotor beam on an airplane. It was more of a pulsation, and red was the predominant color when it was on.

"We send things up there to observe other places," the deputy said. "I don't know why they couldn't be sending somebody down here to observe us."

We have noted in the course of this chapter how the myth that UFOs never show up on radar has been exploded time and time again. In Lt. Col. Strand's report of March, 1953, we were told that both base radar and airborne radar established the position of the formation of UFOs. It is therefore apparent, that not only do pilots and aviation executives see flying saucers, but ground crews must also be very much aware of their existence.

An oft-noted instance, but one deserving of brief restatement in this article, is the incident at the Tidnibilla Tracking Station near Canberra, Australia, on July 16, 1965, when a glowing UFO ostensibly interfered with the station's locking into the U.S. Mariner space probe as it was taking pictures of Mars.

Air Traffic control officers and other expert aircraft observers said that the unidentified object hung suspended at about

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5,000 feet for more than forty minutes. When the sun glinted off of it, the object became clearly visible as a metallic craft of unknown design. It did not disappear until an Air Force plane was sent out to establish identification.

The busy saucer summer of 1965 can furnish even a casual researcher with dozens of reports of radar crews establishing solid contact with UFOs in nearly every state in the union. These reports have been detailed in Brad Steiger's *Strangers From the Skies* and in books and articles by many other UFO researchers since that time—each author adding additional reports and statements from radar crewmen.

On February 24, 1967, Robert King, a mechanic for Southern Jersey Airways, sighted a glowing orange UFO as he was driving his car on the Garden State Parkway about fifteen miles south of Atlantic City. The UFO was flying at an altitude of approximately 1500 feet at a speed of about 100 miles per hour in a clear and cloudless sky when King spotted it shortly before 10:00 P.M.

To report his sighting, the mechanic called the radar tower of the Federal Aviation Agency's test center outside Atlantic City. On February 27th, a spokesman for the FAA told newsmen that a UFO corresponding to King's information had been sighted on the radar that night. The FAA had tracked the object for two minutes before it disappeared from the radar screen.

Peter Peyer, a purser for Trans-World Airlines out of Kennedy Airport, reported seeing a UFO on September 17, 1967, that alternately brightened and dimmed at an estimated altitude of 45,000 feet and a speed of a steady 600 miles per hour.

According to Peyer, the unidentified flying object glowed "like a star of the first magnitude" and appeared to be about the size of the planet Venus. "But stars and planets maintain their positions when viewed from Earth. This was moving too quickly and much too high for either a propeller driven or jet plane."

The airline employee made his sighting at 9:30 P.M. and told police that the object had been moving in a northeasterly direction. A Swiss national awaiting American citizenship,

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Peyer told reporters that he had seen a UFO once before when he was a 16-year-old apprentice mechanical engineer in Switzerland. At that time, he had not put any stock in stories of UFOs, but now, in retrospect, he believed that the flat, silvery object which he saw definitely fit the standard description of the oft-reported flying saucer.

Because of their proximity to UFOs, aviators are in a unique position to present a careful assessment of unidentified craft. Because of their qualifications as highly trained observers of conventional aircraft and conventional air phenomena, the testimony of aviators should add an uncomfortable amount of pressure to the arguments of UFO skeptics. Again, it is the authors' hope that both civil and military authorities will continue to permit their personnel to openly discuss UFOs and that the aviators will accept the responsibility for such freedom.

V

Invisible Beings Invade Canadian Home

by Joan Whritenour

Something eerie and invisible "haunted" the Fred Coulthard home in Wooler, Ontario, Canada, in July, 1968.

Something that smelled like a rose. It smashed windows, sent dishes and tableware crashing to the floor, and terrified the pet cat! A tube of shampoo flew through the air. It seized a wine glass out of Wayne Coulthard's hand and shattered it in a spray of broken glass and wine. Weird noises were heard in the two-story frame house, and even the dogs in the area gave the Coulthard house a wide berth.

One at first thinks of that noisy psychic pest, the poltergeist, as being responsible for the vicious destruction and weird noises in the night; but this particular case has one big difference—it occurred to individuals who had seen a flying saucer in the air and on the ground, and it occurred in a home in an area where UFOs have been sighted in great numbers.

When Peter Matthews, a Canadian *Saucer Scoop* representative, informed me of the mystery in the Coulthard house, I asked him to provide *Scoop* with a full report. When Matthews' on-the-spot investigation was completed and his notes

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had been sent to me, it seemed as though a poltergeist out-break had been characterized as an "invasion" by invisible UFO entities.

It began on Tuesday night, July 2, 1968, at 11:00 P.M. when Coulthard's sons Fred Jr., 24, and Wayne, 20, who were standing outside the house, saw an object with revolving, flashing lights hovering over a hill about three miles north of their home. The object descended behind the hill, and the young men saw a large brilliant flash light up the sky.

Had they seen a UFO crash? Two carloads of young men and boys drove out to investigate where they thought the object had landed. Fred Jr., a corporal in the army, had a pair of binoculars with him, and he scanned the area. It was a bright, moonlit night, and Fred Jr. noticed a bush jerking about violently. Through his binoculars, he was able to see a dark shape detach itself from the bush and hover above the ground before it moved off in the direction of the Coulthard house.

The two-car caravan returned to the Coulthard home where a number of people had gathered to discuss the strange light in the sky. At midnight, the assembled group heard a loud noise in the rear of the house and, upon investigation, found that a window had been broken.

The shattering glass must have announced the arrival of the invisible guest. Shortly after the human visitors left the Coulthard home, the inhuman interloper took control of affairs in the house.

Almost at once the house became suffused with the fragrance of roses. Furniture danced wildly about the rooms; dishes went into orbit; objects were wrenched from the hands of the Coulthards.

Mrs. Coulthard could not tolerate such a rude guest, and she left the home to stay with friends in Trenton. Her husband and sons, determined to take a photograph of their destructive invader, remained in the mysteriously afflicted house.

Fred Jr. hid in a room and waited in silence until the activity began anew. When he jumped out of hiding with his camera at the ready, all he could see was "small, dark, heavy shadows."

Butch Mallory, a neighbor, set up his tape-recorder and picked up the sounds of spoons flying off the table and other noises of "spirit visitation."

"A lot of people around here won't believe us," Mallory, 20, told reporter Ed Strome of the Toronto *Daily Star*, "but they won't come and sit in the kitchen, either!"

Fred Coulthard, the reluctant host to the manifestation, expressed his opinion that the entity was from ". . . another galaxy with people on it who are much cleverer than we are. I believe they are invisible," the 58-year-old mailman went on, "and carry their own atmosphere around with them . . . an atmosphere that smells like roses. I don't feel they are necessarily hostile or harmful, and I think that only good will come out of their visit."

On Saturday, July 6th, Peter Matthews, *Saucer Scoop* representative, arrived to examine the phenomena at first-hand.

"I noticed that the strange break in the back window seemed to have the form of a horse's head or a bird. Fred Coulthard Sr. is convinced that this is a sign or a symbol left for him by the 'alien beings.'

"The break appears to me to resemble a primitive drawing of a bird, Egyptian or American Indian, perhaps.

"Fred thinks this may be a symbol of a peace dove.

"A dozen of us kept a vigil in the house over Saturday night and early Sunday morning. One person swears that something touched his leg. I was looking his way at the time and none of the people in the house touched him.

"We all smelled the sweet, flowery odor. I got a whiff of it twice, and it was not my imagination!

"I saw a dishcloth on a rack above the sink move to the left. Fred Sr. also saw this; but nobody else observed it, as they were all watching the curtains in the corner of the room, which were moving slightly.

"I feel that something unusual is going on in the Coulthard house and that poltergeists do not seem to be the cause, since the phenomena in the house does not seem quite as spectacular as the usual poltergeist disturbances.

"Fred Jr. is one of the most pleasant and obliging people I have ever met, and I don't think he is trying to put anybody

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on. His father, Fred Sr., is also a very pleasant fellow and makes everyone welcome who comes to have a look at the 'ghost house.' He is a practicing Catholic, as are the rest of the family."

When Matthews made a follow-up visit to the Coulthard's home later in the month of July, he found that the mysterious activity had died down. One of the family claimed to have seen a hand materialize above the doorway, but there seemed to be no physical phenomena of any pronounced nature.

Could Fred Sr. have been correct when he told *Saucer Scoop's* Matthews and newsmen that he believed his uninvited guest—who smelled like a rose, walked about in an invisible form, and tossed objects about—was an entity from a UFO?

Such reports of invisible entities ("INVOS" as researcher John A. Keel refers to them) continue to emerge from flying saucer reports. Whether these rambunctious homewreckers come from the world of psychic phenomena or a physical world beyond our own remains the principal question confronting the serious UFO investigator.

VI

Argentina and Chile — 1968's Major Flap Area

by Brad Steiger

The major UFO flap of 1968 began with one of the most bizarre reports in the annals of ufology. On June 3rd, *La Razon* carried the story of a physician and his wife who claimed that a mysterious fog had transported them from the province of Buenos Aires to Mexico.

Dr. and Mrs. Vidal had attended a family reunion at the home of Señor Rapallini in Chascomus, a town situated near National Route 2. They arrived in the late hours of the afternoon, ate an elaborate dinner, then began the drive back to their residence at Maipu, a city in Buenos Aires province. Another couple, near neighbors in Maipu and also relatives attending the same celebration, left at the same time as the Vidals. Both cars set out on Route 2 just a few minutes before midnight.

The first couple, whose names were not released, arrived at their home without incident, but because they had previously agreed on it, they awaited the arrival of the Vidals before they retired for the evening. After waiting for several minutes, the neighbors began to fear that the doctor and his wife might have met with an accident. They decided to retrace the

route back to Chascomus to look for the Vidals. Strangely enough, they drove the 80 miles back to Chascomus without seeing a trace of the Vidals.

Once again they decided to drive back to Maipu on Route 2. This time they studied every foot of the highway. They now had to accept the grim possibility that the Vidals may have overturned in the steep banks, and because of the night shadows, the wreckage was unnoticed on the first trip. Again, nothing. A visit to the Maipu hospital gained only the information that no accidents had been reported that night.

The Vidals had vanished without a trace—or so it seemed until nearly forty-eight hours later when the Rapallini's telephone rang.

"Do not worry about us," Dr. Vidal said, attempting to calm his friends.

"But where are you?" Señor Rapallini wanted to know. "Where are you calling from?"

"I am calling from the Argentine consulate in Mexico City," Dr. Vidal said.

There was an incredulous gasp and an exclamation from Señor Rapallini.

"I am sorry, but I cannot give you more details at this time," Dr. Vidal apologized, "but we will be flying back to Buenos Aires. Here, I will give you the date and hour of our arrival so that you might meet us at the airport in Ezeiza. . . ."

An astonished group of friends and relatives gathered to meet the plane from Mexico City at the appointed hour. Dr. Vidal still wore the same clothes that he had been wearing on the evening of their disappearance. Mrs. Vidal, the victim of a "violent nervous crisis," was taken directly from the airport to a private clinic.

Although Dr. Vidal had been warned by the consulate not to issue any public statements about his strange experience, he did relate enough details of their "interrupted journey" for *La Razon* to piece together the story from bits and snatches of interviews with the Vidals' friends and relatives.

According to Dr. Vidal, he and his wife had left the city of Chascomus a few minutes before midnight and were travelling normally on Route 2. They had been listening to the

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radio, and Dr. Vidal stated that he had been driving at a speed which would enable him to keep the tail lights of his friend's automobile always in view.

Then, shortly outside the suburbs of Chascomus, Dr. Vidal found their car enveloped in a dense fogbank. He slowed down. . . . He was aware only of blackness. No more sensory impressions.

Suddenly it was bright daylight. Dr. Vidal blinked his eyes, looked around him. He was on a strange and unfamiliar road. His wife lay sleeping beside him. He roused her, then got out to inspect his automobile. He was startled to discover that every bit of paint had been scorched off the car's surface, as if someone had burned it off with a blowtorch.

"But where are we?" his wife asked, trying hard not to give way to tears.

"All I can say is that we are on the side of a road," Dr. Vidal shrugged. "How we got here and what happened to our automobile I cannot say."

Dr. Vidal got back inside the auto, was pleased to discover that the motor still worked perfectly. "At least the scoundrels did not burn up our motor," he said.

"Look there!" Mrs. Vidal gasped. "There's another motorist. Wave him down and ask him where we are."

Dr. Vidal acted upon his wife's suggestion. The motorist's answer to his question did nothing at all to settle their nerves. "He says that we are outside of Mexico City!" Dr. Vidal told his startled wife.

"H-he jokes with us," Mrs. Vidal protested. But after several motorists had been stopped and the identical reply had been given to the same question, the Vidals were forced to accept the fact that somehow, in a manner far beyond their understanding, their return trip to Maipu had been detoured to Mexico City, another continent and several thousand miles away from their destination. Later, a calendar told them that their catnap during the trip had lasted forty-eight hours.

The Vidals were taken to the Argentine consulate in Mexico City where they gave a full report of their bizarre experience. There they made the telephone call to the Rapallini family in Maipu, Argentina. Their automobile was removed

to a U.S.A. laboratory for an examination, and arrangements were made for the Vidals' return to Argentina.

La Razon commented: "In spite of the halo of fantasy that the story of the Vidals seems to wear, there are certain details which do not cease to preoccupy even the most unbelieving: The entrance of Vidal's wife into a Buenos Aires clinic; the proved arrival of the couple on an airplane that arrived non-stop from Mexico; the disappearance of the car; the intervention of the consulate; the serious attitude of the police in Maipu in regard to the event; and the telephone call from Mexico to the Rapallini family—which was confirmed by *La Razon*—make all of this acquire the status of a matter worthy of being considered in these times of space adventures and fantastic appearances of flying saucers."

For a later edition, a reporter from *La Razon* asked Professor Alejandro Eru, secretary of the Argentine College of Parapsychology, for his views on the Vidals' strange, be-fogged aerial trip. Professor Eru responded by telling the journalist of three similar cases of mysterious transportations.

According to the parapsychologist, who is a professor of humanities at the University of La Plata, a man who lived near Bahia Blanca suffered a dizziness when a strange aerial craft appeared before him. Ten minutes later, he came to, but he found himself in Salta, one of the northernmost provinces in Argentina. The police in both locales communicated with each other immediately, and the man's automobile was found in Bahia Blanca in precisely the spot where he claimed it would be from Salta.

The second case related by Professor Eru happened to a professor of law on the faculty at Santos. He claimed that a flying disc sucked him aboard and took him on a remarkable aerial tour before releasing him.

"The third case," said Professor Eru, "involves a most widely known and highly responsible painter, sculptor, and theatrical artist, whose initials are B.S.P. He was for many years the director of the Art Salon of the Municipal Bank."

B.S.P. testified that he had been detained by a blonde Nordic-appearing man, "with eyes so clear that he seemed blind." The blond man spoke in a guttural, unintelligible language, with "friendly mannerisms." B.S.P. got a glimpse of the

stranger's flying disc, just before a wave of dizziness engulfed him.

"When he awakened," Professor Eru said, "he saw that he was flying along with three other beings. One of them, very gentle, interrogated him in a language also unintelligible, but our compatriot understood, or at least believed he perceived the man's thoughts, by telepathic communication."

The UFO occupant told B.S.P. not to be frightened; they would return him to Earth in exactly the same spot from which they had plucked him. In a few minutes, B.S.P., who said that he was in a kind of swoon, claimed that he saw the terrain of Japan, France, and later, Chile. When he awakened from his "trance," he was standing in precisely the spot at which he had first encountered the strange blond man.

"In none of these cases do the witnesses speak of hallucinations," Professor Eru told *La Razon*. "Nor do they speak of having been intoxicated or doped. What caused these phenomena? Well, unfortunately, we earth people cannot answer that conclusively. . . . Our supposed friends from other worlds . . . possess, without a doubt, some type of electromagnetic wave with which they attract any non-magnetic object from the surface of the earth so that they might use this object in their studies.

"How does parapsychology view this? Well, from this angle, we find it noteworthy that these beings can manage telepathy with such great mastery, because they seem to be able to make our minds understand things which cannot be expressed by speech. At the same time, they capture, without difficulty, our answers. Nothing more, with any seriousness, can be said of these phenomena at this time. But for some special reason, the North Americans have kept the Vidals' car in their powerful laboratories to examine it!"

On the same date, June 4th, that *La Razon* released the story of the Vidals' mysterious transportation, an Aerolineas Argentinas airliner, Avro 748, Flight 294 between Rio Gallegos and Punto Arenas, Chile, reported a UFO as it approached the Chilean airport of Chavunco.

It was 9:15 P.M. when co-pilot Ulises Tiviroli noticed on his left a luminous object flying parallel to the airplane. Pilot Humberto Raul Guardabassi, a man with 12,000 flight hours

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to his credit, told reporters for *La Nacion* that he had immediately rejected co-pilot Tiviroli's first assessment that the object was a satellite. "I told him, no, that is a flying saucer. Dispatcher Barthou, who was with us in the cabin and who also saw it, agreed with my affirmation."

Pilot Guardabassi said that the object made calculated veerings and maneuvers that the satellites could in no way effect. It was not possible for the navigators to fix the distance because of the difficulty which night observation presents in the establishing of points of reference and the comparison of approximate measurements. Nevertheless, Guardabassi estimated the altitude at which the object in question flew to be between 4000 to 6000 feet, based on the Avro's altitude of 3000 feet as it approached the airport.

"The object emitted a luminosity that was not blinding, and yes, something reddish in the center. In my opinion, the shape of the unknown ship was similar to that of a spindle or a long cigar," Guardabassi said. "And the control tower assures me that there were no planes in waiting in the area. Look, my observation does not exceed the thousands of observations of these objects accomplished by pilots of commercial airlines all over the world."

On June 12th, Professor Gabriel Alvial, director of the Observatory at Infiernillo, located 14,000 feet above sea level, announced that on May 17th he had taken three photographs of a UFO. Professor Alvial would not totally deny the possibility that the anomaly could have been due to some rare kind of atmospheric phenomenon, but, in his opinion, "its stability for at least sixty minutes, left no doubt that it was a foreign object."

Professor Alvial, who is also the director of the Center of Cosmic Radiation at the University of Chile, said that he first saw "a stationary thing in the distance, blinking and fast." He had three opportunities to photograph the moving object in sixty minutes. Scientists working under Professor Alvial are trained to look for all possible means of explaining atmospheric anomalies.

"The investigation [of the UFO] has been made in detail . . . in the examination of these pictures under microscopes there is no error of interpretation. We will present our sci-

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tific conclusions to the government authorities, foreign and international," Professor Alvial told *La Razon*.

On June 13th, Dr. Eduardo Squirru, a young lawyer, ex-diplomat, head of a dignified, respectable and important family, reported that a UFO had hovered directly over his home and flooded the house with a brilliant light. Dr. Squirru said that he and his wife were watching the late show when, without any warning noise, "a violent and tremendous light flooded the whole house."

Dr. Squirru stated that he spun around in his chair, "because the greatest luminosity entered through the window that is behind me. The electrical voltage went down; the television remained almost dark."

Mrs. Squirru said that she sat and remained paralyzed. "I thought it was the end of the world," she recalled. "Never in my life have I seen anything like it, even in the stormiest night with the worst lightning!"

"Then the most chilling thing occurred," Dr. Squirru said. "We heard the noise of motors of what seemed to be a powerful jet plane. Then we heard something like the take-off of a jet in Ezeiza. There was a harsh, tremendous whistle of motors over our heads. My wife shouted, 'It's a UFO!' We ran to the large front patio, but we could not clearly make out its shape as its velocity was lifting it so fast."

The noise of the motors awakened the Squirrus' sleeping daughters. Although the daughters were unable to catch even a glimpse of the object, the next day one of them checked with the neighbors to ascertain if they had seen or heard anything. A Señor Armentano told the girl that sparks had shot forth from his freezer and that the iron braces on his bed had become magnetized. Another neighbor said that he had also seen the brilliant light and had heard the tremendous sound.

At least two occupant sightings were made on June 14th. Pedro Letzel was returning to the motel which he managed when he spotted a brilliant red object near his home. When he entered his house, he found his nineteen-year-old daughter, Maria, lying unconscious on the floor.

Upon being revived, Maria told a most extraordinary tale. She had accompanied some customers to the door and had walked back into the kitchen when she noticed that an in-

tense light illuminated the hallway of the house. Then, as she watched in bewilderment, a being six feet tall appeared before her.

The alien wore a sky-colored suit, which was brilliant in color and scaly in texture. He was blond and extended a celestial sphere in his left hand that moved in all directions. The tips of his feet and hands gave off a strong luminosity. When he moved his right hand, Maria said, he brought about a fainting sensation in her. The draining sensation ceased when he lowered his right hand, which was partially covered by a large ring.

The being seemed friendly enough, Maria testified. He mumbled incessantly in an unintelligible murmur and made noises which sounded very much like laughter, but at no time did he ever move his lips. The alien stayed several minutes, apparently enjoying their strange tete-a-tete, then disappeared. That was when the startled teenager fainted.

At about the same time that Maria was hostess to her uninvited guest, Catalicio Fernandez was entertaining alien beings dressed in brilliant green suits in his home in Buenos Aires.

"I could not understand what they were saying, but their tone was friendly," Fernandez said. "However, I felt dizzy whenever one of these men would raise his arm toward me. When he took it down, I would return to normal. I could see nothing in his hand. There was no ring, signalling ball, or crystal, such as other people who have seen these beings have said."

Fernandez said that his mysterious visitors were about six feet in height and wore clothes closely fitted to their bodies.

"I first noted their appearance when one of them sat down on my bed. When I awakened, he indicated that I should remain calm."

While most people would find it difficult to remain calm if a pair of green-suited strangers suddenly materialized in their bedroom, fifteen-year-old Oscar Iriart accepted an invitation to ride with two red-coated aliens.

Oscar Iriart, a farm lad considered diligent and reliable by his teachers and family, was checking a dividing fence on horseback when he saw what he believed to be two hunters waving at him. Except for their sunken eyes and their semi-

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transparent legs, Oscar said that they looked very much like any two men one might meet every day in Sierra Chica. They were more or less as tall as he (five feet, seven inches) and they engaged him in a dialogue which Oscar believed later may have been telepathic.

"You are going to know the world!" they said to him.

"Yes, of course," Oscar agreed. "Some day when I have saved much money, I will travel."

"No," they said. "We will take you now!" Then the beings paused. "No, we cannot take you now, after all. We have too much cargo. But we will come back for you."

They indicated an object resting in a deep, muddy ditch as their craft. One of the beings gave Oscar an envelope and told him to stick it into a nearby pond. The boy did as instructed and was startled to note that neither the envelope nor his hand got wet. Satisfied that he was suitably impressed with the demonstration, the beings entered their craft and took off straight up.

"I ran as if in a dream toward my horse," Oscar recalled, "but the animal was completely paralyzed and could not move until the flying object had totally disappeared."

Oscar galloped to his home, told his parents of his encounter with the red-coated aliens, and showed them the envelope. Written on a sheet of paper in crude, heavy lettering were the words: "You will know the world. (signed) Flying Saucer."

The boy's family were extremely concerned with his glassy stare, as if he were just leaving a hypnotic state. They investigated the spot which Oscar had indicated as the site of the UFO's landing, and they were astonished to find three deep indentations. Senor Amarante, a journalist, measured the indentations and found that they formed a perfect isosceles triangle.

Impressed by this bit of discovery, Amarante interviewed the boy and expressed his opinion that the lad had received "orders encrusted in his brain by telepathic means."

Senora Iriart became nearly hysterical with fear, believing that the ufonauts meant to return and take her son back with them to another world. Oscar had never read science-fiction magazines. He could not have imagined the description of the flying saucer which he gave to investigators. Oscar was a

hard-working young man, who enjoyed tinkering with old cars and applying himself to his accounting courses.

Police Sergeant Raul Coronel was unimpressed with the story which Senor Iriart told him. He considered absurd and impossible such allegations about alien beings even existing, to say nothing of their returning to take Oscar for a ride.

It was nearly midnight when Sergeant Coronel; Carlos Marinangel, a butcher; Jose Luis Marinangel, Carlos' brother and the administrator of the prison; Hugo Rodriguez, an auto mechanic; and Walter Vaccaro, a member of the Sierra Chica Club, arrived near the spot where Oscar had said that he had seen the object and its occupants nearly twelve hours earlier.

"Look, here," Sergeant Coronel said, punctuating his words by waving a powerful flashlight which he held in his hand, "even though I do not believe such stories, there are indeed some strange marks and tracks where the boy said he saw the craft."

The other men, with the exception of Carlos, agreed that perhaps the boy should be taken seriously. "You're behaving childishly," Carlos berrated them. "You watch too many weird things on television."

They continued to examine the indentations in the soft earth, when, suddenly, it was Carlos himself who screamed; "Here comes a moving light!"

A short distance away, only a few feet above the ground, a brilliant and luminous object zig-zagged its way toward the five investigators. Its movement was slow, as if it were searching for the precise spot where it had been detained earlier that day. As it passed over their heads, the men flung themselves to the ground, fearful of being struck by the object. Sergeant Coronel reached for his pistol, but Carlos Marinangel prevented him from firing at the UFO.

For a few minutes, the brilliant object continued its rather erratic course near the ground. Then, as if concluding that Oscar had failed to keep their rendezvous, the UFO attained greater speed and altitude until it disappeared into the night sky.

Later, before interrogating police officers, the five former

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doubters kept repeating: "Flying saucers do exist! Flying saucers do exist!"

The most insistent reciter of such a conviction was Sergeant Coronel, who was almost immediately transferred to the regional office of Azul by superiors who had taken a dim view of his declaring the event to the Press before having made an official report. Such action, according to his superior officers, was most unlike Sergeant Coronel, who had always been noted for his seriousness of purpose and his responsibility.

On June 21st, a twenty-four year old chauffeur, Oscar Rodolfo Vivas, was returning from a friend's home about 1:30 A.M. when a brightly illuminated object appeared in the streets of Miramar and sent him sprawling from his bicycle.

"I don't know if I fell from fear or from the intense light," Vivas said later. "At that time it was almost one hundred meters away, and I crouched down and hid myself among some tall weeds. I hit myself on the face and body to be certain I wasn't dreaming! What impressed me most was the light coming from the thing. It seemed as if it were daylight around the object.

"In the middle of the light, at the higher part, there was something like a diamond-shaped object that rotated at great velocity. At the lower part, almost touching the ground, sudden blasts of fire came out. A strong buzzing was the only noise that I heard. I am quite certain that I was able to see round windows in the middle of the object.

"I calculated the object hovered about one meter from the ground. I didn't know what to do. If I ran, they could have seen me, and if I stayed. . . . I decided to stay hidden. After two minutes or so, the object began to give a great buzz, and zig-zagging, began to go up and disappear in the sky."

Vivas awakened some friends who went with him to investigate the area where he had seen the object.

"On the ground we found a dust of a whitish color, as if it were ashes or talcum powder, but more sticky. What was strange was that it formed a circle. Upon touching the powder, it seemed to us that it was still lukewarm. Later, when we wanted to get it off our hands, we had to use brushes, be-

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cause it had penetrated the skin. We gathered some of this dust and went to the police station to tell our story."

On June 27th, several operators of a gas plant of Ayacucho 6200 in the Saladillo district of Rosario, Argentina, saw an enormous UFO at 7:50 A.M. The laborers told investigating police officers that, while they were loading and unloading boxes on the patio of the plant, they saw at some 450 feet an object which they described as being round, silver-colored, and flat. It emitted an intensely red light from its center and moved slowly from northeast to southeast.

The UFO was also seen by other personnel in the factory and by the officers of the Number 5 station of the road police. The observers seemed most impressed by the intense red light that came from the object.

From May 29th to June 27th, numerous reports of the sighting of UFOs and their crew members came in from the mountain towns of Peine, Socaire, Tocanao, Chilopozo, and Tilomonte. Residents were said to be terrified of the "invading" discs.

A group of farmers were interviewed by the authorities in the old city of Calama, which grew up around one of the largest coppermines in the range. The farmers testified that the strange flying objects had been seen to land in several areas. Three crewmen had been seen by local residents. The ufonauts were described as wearing bright, tailored jumpsuits, and were said to approach and stare inside the huts into which they had frightened the local inhabitants.

In Bolivia, during the same period, a long-time member of the police and a young miner claimed to have seen UFOs in the area of El Choro, near Oruro, 300 kilometers south of La Paz.

The miner, twenty-five year old Romulo Velazquez, testified that he had seen a UFO land and had watched a "strange being, tall and thin" emerge and approach him. Velazquez said that the being seemed to want to tell him something, but he was unable to oblige the strange creature. Velazquez fainted.

On June 29th, an early morning UFO overflight was regis-

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tered on magnophonic tape by personnel of the transmitting plant of LT3 Radio Cerealista of Rosario.

Jacinto Ledesma, fifty-one year old employee of the plant, went outside a little before 5:00 A.M. and immediately found himself surrounded by a strong field of light. His attention was directed to the station's 220 foot tower, and he found himself observing a circular object approximately 60 feet in diameter. Ledesma was unable to distinguish any specific physical characteristics of the object, because it seemed to be enveloped in an intense red cloud.

Ledesma shouted to his friend, Jose Botti, who was also able to observe the red-cloaked UFO for a couple of minutes. Both Jacinto and Jose had been hard-nosed UFO skeptics until their sighting.

Basilio Tigonof, the plant's chief mechanic, reported that, during the hour in which the UFO had been sighted, the automatic fusibles of the equipment jumped, indicating an overload of energy. This overload interrupted the radio station's transmission for several hours.

On July 8th, Fiorella, the daughter of film actress Eleanora Rossi-Drago saw a "giant flying saucer" as she returned from a party in the country which she had attended with her mother. Fiorella, who was separated from her mother for the trip back to the city, told journalists that she and her party had seen "a round, luminous, greenish-white object that left off red flashes." It momentarily blinded and stunned the driver of the automobile before it "disappeared over the tree-tops."

On July 15th, *La Razón* carried an astounding report of a series of rare phenomena in Chile:

Cauquenes, Chile—Various newspapermen and a group of customs guards are meeting in this region to study a series of strange and inexplicable phenomena that have been occurring for a week.

Wednesday, July 10, on the hill of La Nariz in the coastal zone of the province of Maule, all of the automobiles that travelled there were stopped without reason. Drivers remained in their stalled vehicles all night until, suddenly, without explanation, the cars lighted again and began to move. One of the stalled vehicles, to multiply the strange event, was mys-

teriously drawn up a hill for a distance of 40 meters, until it stopped next to the roadbank.

The latest phenomenon that now seriously preoccupies the thoughts of the inhabitants of Cauquenes occurred last night and was formally announced by the owner of the Curanipe Hotel, Jose Bolosin. According to Bolosin, at 6:30 A.M., before the sun came up, one could feel a heavy heat wave in all the sector. Fearing that it was a forest fire—because in this zone the usual temperature is below zero—a group of neighbors left to look over the nearby area. A careful examination and search, however, revealed nothing that would explain this unusual increase in temperature that reached twenty-six degrees centigrade.

As a witness to the fact, this morning the peach trees of Curanipe appeared completely in bloom, before season, because of the hot wind which has prevailed in the last hours. It must also be mentioned that residents in Cauquenes claim to have seen flying saucers in the last few days. The facts are being investigated by authorities of the local police.

During this same period of mysteriously stalled automobiles and peach trees blooming prematurely, a woman and her husband travelling near Santiago, Chile, claimed to have seen an "extraordinary astral apparition." A mysterious, luminous sphere appeared above their car and hovered there to emit a strong fluorescent, blue, blinding light, surrounded by a rainbow aura.

"When we came close," the witness said, "the sphere, the size of a bus, disappeared. But when we looked back, it had returned to shine with fluorescent flashes."

Sporadic sightings occurred in Argentina and Chile through the remainder of July and August. Then, on September 2nd, after numerous citizens witnessed a UFO over Mendoza and two employees of a casino claimed to have confronted UFO occupants, Jose Paulino Nunez, an employee of a distillery, allowed his contactee story to be released.

Enrique Serdoch, chemical technician of the company laboratory, served as spokesman for his friend, who had maintained a silence for over a month. Fellow employees Alberto Gonzalez, Roberto Micelatti, Carlos Wengurra, Hugo Torres, Enrique Aporta, and Ricardo Schmid testified to their com-

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panion's sobriety and responsibility. They, too, had been aware of Nunez' encounter with the ufonauts, but they had respected his decision to keep silent about the incident. At the time Enrique Serdoch received permission to release Nunez's story to the Press, the contactee was in the hospital undergoing surgery, not as a result of his experience.

Here is Nunez' story as related by Serdoch: "At 1:15 in the morning on the last Sunday in June, Jose found himself on the beach allotted to the analysts. The section is very dark and the only people who are found there are guards. As Jose came down from a fuel oil tank, he encountered two people, whom he thought were guards. He was soon set straight in this regard when the strangers showed him a spherical object some 30 centimeters in diameter, in which colorful figures moved.

As Jose watched, he saw people who walked about as if they had been filmed by a hidden camera. The depth of the images was clear. The dress and activity of the animated figures within the sphere did not offer anything special to catch his attention.

Then, enigmatically, one of the strangers asked Jose: "Do you know these people? They were like you. Many more will be like them. Many people in the world will see the same thing that you have seen. We will talk to you about this again. If you should mention this to anyone, be certain that it is only with responsible people."

As Serdoch told it to assembled journalists, Nunez could not explain how he suddenly found himself back at the laboratory.

"What's wrong with you?" Alberto Gonzalez, Nunez' partner, asked.

"Why?" Nunez wondered. "What seems to be wrong with me?"

"You are white as paper!" Gonzalez told him.

Nunez began to weep and it was nearly an hour before he could compose himself enough to return with Gonzalez to the oil tanks on the beach where he had encountered the two beings. Nunez said that the strangers' voices had been metallic, as if they had been emitted from the interior of a re-

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ceiver. Their suits had been one piece, similar to the kind worn by frogmen.

Authorities in Argentina were kept busy early in September. First, the two casino employees, Villegas and Piccinelli, claimed contact with ufonauts, then Nunez authorized a friend to tell his contact story.

As if this were not enough, several employees of the Belgrano Railroad reported that the lights of the station house had been mysteriously turned off at 3:30 A.M. on September 1st. At the same time, the owner of a Renault automobile was confronted with a similar stoppage of power as he drove in that vicinity.

To add an even more bizarre ingredient to the UFO sightings, two small metallic objects were found attached to the frame of the casino employees' automobile. Victorio Corradi, vice-president of the casino, claimed to recognize them as the letters Alpha and Kappa of the Greek alphabet. The police science laboratory took both objects for analysis.

Although the rest of the world had more than its share of UFO sightings in 1968, the big "Saucer Happening" occurred in Argentina and Chile during the summer months.

VII

Flying Saucer Symposium— UFOs on the Firing Line

by Robert Cummings

“UFO symposium agrees there is something there!”

“Air Force can’t admit UFOs exist, says Buffalo expert.”

“Wraps taken off UFO reports at Ontario meeting.”

“U.S. Air Force afraid to admit the truth about UFO’s, conference is told.”

These were some of the headlines on the front pages of American and Canadian newspapers the day after Friday, June 7, 1968. The symposium was held at the Inn, a motel and restaurant complex, situated on the Canadian side of Niagara River near the village of Chippawa.

The business at hand: the First North American Symposium on Unidentified Flying Objects. Those present included thirteen delegates from the various phases of UFO research in Canada and the U.S., plus a dozen representatives of American and Canadian press, radio, and TV.

The chief speakers were Lee Katchen, NASA atmospheric physicist and NICAP advisor; James Sipprell, chairman of NICAP’s Western New York sub-committee and upstate New York co-ordinator; Brad Steiger, author and indepen-

dent UFO researcher; and William Weitzel, president of the UFO Research Institute of Pittsburgh. The symposium was honoured with the presence of Rod Tennyson of the University of Toronto Institute for Aerospace Studies. Other delegates present included NICAP sub-committee members and chairmen from Buffalo and Rochester; Gene DuPlantier, of the Canadian UFO News-magazine *Saucers, Space, and Science*, and Allan K. Vezina of Toronto, independent UFO researcher writer. The meeting was conducted in the form of a press conference, and after certain of the researchers completed their formal addresses the press was invited to direct questions at the delegates.

Lee Katchen, an atmospheric physicist with NASA (who was careful to clarify that he was acting as a private citizen), made public information on a series of U.S. Air Force reports, which were declassified in 1960 but whose existence was only learned in 1967. The full set of thirteen reports detail about eighty cases of UFO activity in the years 1951-1953, plus another two hundred cases described in chart form. Katchen explained that copies of the reports were made available through the efforts of the Freedom of Information Sub-committee of the House of Representatives.

Katchen said the reports confirm a very serious and intensive effort by the United States Air Force to learn as much as possible about this phenomenon in the period which these reports cover. He recalled this as the period in which Captain Ruppelt was head of the Air Force Project Bluebook investigation. These reports confirm, in much greater detail, most of the major statements in Ruppelt's book, *The Report on Unidentified Flying Objects*. The recently released reports were prepared under Captain Ruppelt and other project heads and remained classified confidential and secret until 1960.

According to Katchen, the reports contain some of the best documented UFO cases in Air Force history, such as the incident in Rapid City, South Dakota in 1953, wherein a UFO was sighted visually from the ground and tracked by ground radar. Jet interceptors were sent to investigate. The object was sighted visually from the jets and tracked on airborne

radar. Gun camera photos also were taken of the object, but they displayed only a blurred light source. However, the photos were apt confirmation that the planes, indeed, had been chasing something. Katchen recalled that the object outmaneuvered the planes, streaked off at a high rate of speed, and disappeared. Katchen said this case is considered one of the "classics" in U.S. Air Force files.

Other cases include the Oneida Air Force Base incident in Japan in 1952, when a UFO was tracked on radar, and seen to split into three parts which moved off the radar screen at velocities in excess of one thousand miles an hour. This object was seen by control tower observers, who described it as a domed disc, fifty to sixty feet in diameter with a light on top.

Katchen said that, along with the actual cases themselves, the reports contain the evaluations of the air technical and intelligence command, radar experts, and the interrogating officers.

In conclusion, Katchen said these reports indicate how extremely concerned the Air Force was about the possible threat to the security of the U.S. To illustrate, the physicist read this quote from the first report: "Although UFOs have been laughed at and referred to jokingly by many people, the Air Force considers it a very serious matter and the object of the investigation is to determine the origin of these objects and to judge their precise nature if at all possible." [Information on these reports can be obtained by writing NICAP, 1536 Connecticut Avenue, N., Washington, D.C., 20036.]

William Weitzel, of the University of Pittsburgh, president of the UFO Research Institute (UFORI) there, outlined the objectives of his recently formed organization. Weitzel and the UFORI are particularly interested in a thorough analysis of UFO data and in a correlation of all resultant information. Weitzel's group maintains a "UFO alert" twenty-four hours a day, complete with answering service and available aircraft to cover a two hundred mile radius of Pittsburgh. His institute offers a course on UFOs, covering such matters as the history

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of UFO phenomena, UFO evidence, the U.S. government's role in UFO investigation, the controversial reports concerning humanoid and contactee cases, and UFO activity in the tri-state area surrounding Pittsburgh. The courses are offered without charge and are held at Pittsburgh's Free University. The members of the institute now total well over forty, and many are scientists in the Pittsburgh area, including nuclear physicist Stanton T. Friedman. The institute's long-range goal, explained Weitzel, is to provide a highly technical "space-age" UFO detection and investigation center, which he feels would be much more expedient and accurate than the second-hand routine of investigation by interview.

Brad Steiger explained his role as an independent researcher and documenter of UFO activity. Steiger brought out the question of UFOs versus trained observers, in particular, aircraft pilots. He stated that pilots do, indeed, confront UFO phenomena quite frequently, and many are now speaking openly.

Steiger told about a new organization formed among pilots called the Volunteer Flight Officer's Network, which he said is located in Colorado, as was the Condon committee. He explained that the VFON is composed of sixty-eight U.S., Canadian, and foreign airlines. Steiger said he thinks the VFON will make a reputable and major contribution in the reporting of UFO phenomena.

Steiger continued, "I think if ever we are to see a solution to the UFO enigma in our time, it will come through the exchange and interchange of information, some very bold and imaginative model-making, and some bold and imaginative thought, theory, and hypotheses." Then he added "the type of model-making I hope we shall see here tonight in our formal and informal discussions."

In the question and answer period that followed, Lee Katchen was asked: "What do you think UFO's are?"

Katchen replied, "On the basis of the best documented cases of the over seven thousand reports I have examined, the most likely hypothesis is that they're extraterrestrial probes."

He was then asked, "Do you feel there is a connection be-

tween UFOs and pulsars?" (Pulsars are extraterrestrial radio sources which emit pulses of frequency varying from about one quarter of a second to 1.4 seconds with signals consistently precise to one part in one hundred million.)

Katchen answered: "Everybody who is familiar with pulsars is pretty bewildered at the present time. The first thought was that pulsars may be artificial signals; however, the consensus now is that pulsars are some type of natural phenomena, perhaps involving oscillation of either white dwarfs or a neutron star. But certainly the matter is still open, and I should expect some very exciting discoveries in the near future. In the opinion of those who made the discovery [Cambridge University] the possibility of interstellar communication cannot be ruled out."

The panel was asked, "Why are scientists unwilling to discuss UFOs?"

James Sipprell replied, "Dr. Hynek was on a program called "Open Mind," and when asked why the scientific community would not involve itself with the UFO phenomena, he said it was because of the ridicule attached."

As the evening pressed on, the discussion between the press and delegates became less formal and opened up even further. James Sipprell said the American people would panic if the United States Air Force admitted that UFOs have their origin in outer space. He said the Air Force doesn't dare admit the possibility of an extraterrestrial origin for UFOs.

"UFOs present a unique problem," Sipprell said. "We can't catch one or shoot one down. They fly faster than anything we've ever known, and they defy the laws of natural science, as we know them. The panic, which was a threat during the saucer flap in the '50s, becomes quite significant under these circumstances." The Air Force cannot force itself to reveal the existence of something it can do nothing about, Sipprell said. He charged that the Air Force was playing "a statistical game of chess with what the public will swallow," because of the manner in which it reveals official information on UFO sightings.

The United States Air Force Project Bluebook, organized

by the American Air Force in the early '50s, received particular criticism from several of the delegates. They claimed the project had deliberately written off saucer reports as figments of the imagination, a direct change from the project's previous policy.

Sipprell discussed the Gallup Poll survey in the U.S. which showed that forty-six percent of the people believe UFOs to be real and not an illusion. About eighty-six percent of the forty-six percent believed that UFOs come from outer space. Steiger said that it was his experience that the more educated a person was, the more readily he "believed in" UFOs. On the subject of cult groups, Steiger commented "because of the very rapid advance of the scientific age, some persons have become insecure and are looking for a substitute for religion."

On the subject of the "three men in black," otherwise known as "UFO silencers," Steiger presented a brief historical sketch of this rather bizarre area of UFO research, from the Albert K. Bender case to others recently investigated. Steiger said this was a very disturbing aspect of UFO investigations.

Dr. Rod Tennyson of the University of Toronto, who was in attendance mainly as an observer, was good enough to diplomatically answer some of the questions fired at him. He said that seven of his institute's scientists are involved in investigation of unidentified aerospace phenomena, but, he said, it was too early to make any statements as to their findings. He added "Since I've only been engaged with my colleagues a few months in trying to sort out, to make sense in this field of unidentified aerospace phenomena, of which the UFO may be a part, then obviously I'll have to spend several years, or at least some time, before I can stand up and make sense. If I stand up too soon and start talking about this subject, then I'm no better off than most people."

In answer to a question posed him by the press, Lee Katchen said, "Sightings are now so common, the military doesn't have time to worry about them, so they screen them out! The major defense systems have UFO filters built into them, and when a UFO appears, they simply ignore it."

Katchen particularly singled out the radar network employed by SAGE (semi-automatic ground environmental system), the North American tactical air defense system, which tracks all aircraft flights. "The filters cut out all unconventional objects or targets and make no record of UFOs. Unconventional targets are ignored, because, apparently, we are only interested in Russian targets, possibly enemy targets. Something that hovers in the air and then shoots off at five thousand miles per hour, doesn't interest us, because it can't be the enemy," he said. Katchen concluded his comment on this particular aspect by saying that the only system left that is doing any recording of UFOs is our space tracking system.

In reply to another question from the press, Katchen said that the Air Force contended that only five to six percent of flying saucer sightings had gone unexplained. "But," he said, "the reports I've released here tonight show that it's closer to twenty-five percent of the sightings recorded by the Air Force that have gone unexplained. Out of that twenty-five percent, about twelve percent have been radar sightings, and here's another area where the Air Force seems to have attempted to cover up.

"One of the reports I highlighted here tonight indicates that ground and air radar, as well as gun camera film, have been picking UFOs up all along," Mr. Katchen continued. "There are so many UFOs in the sky that the Air Force has had to employ the special radar network to screen them out."

The thirteen members on the symposium panel were all civilian researchers, regardless of professional affiliation to government agencies. They collectively agreed that details of government research are being suppressed and civil groups are needed to work in the field of aerial research, perhaps now more than ever.

The press took a survey of the thirteen invited delegates, and the result showed that only a few of them were prepared to say publicly that they suspect, or believe, that UFOs come from outer space. Most just said that they believe in the reality of UFOs.

Following the press conference, the delegates and journalists were invited to sit in on a CBC film presentation concerning UFOs. Following this, the press were thanked for their

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cooperation and politely dismissed. It was at this point that we researchers began a three-to-four-hour examination of each other's opinions and hypotheses and engaged in the open exchange of ideas, thoughts, and facts.

VIII

The International Enigma

by George D. Fawcett

“The phenomena of the UFOs today should be considered as global.” This statement was made by Dr. Felis Zigel, astronomy professor at the Moscow Aviation Institute, as he called for a global investigation of the phenomena. It is indicative of Russia’s concern.

Referring to the University of Colorado-Condon Committee UFO probe report (financed by an Air Force contract), Indiana Congressman J. Edward Roush, member of the House of Representatives’ Science and Astronautics Committee stated, “The report will be disappointing in its scientific and informative content.”

United Nations Secretary General U Thant, according to Drew Pearson, took time out from his many responsibilities to say, “I consider UFOs the most important problem facing the United Nations, next to the war in Vietnam.” U Thant subsequently denied making this statement.

In March, 1966, Republican representative Gerald R. Ford called for a “full-blown Congressional Investigation of the UFO problem.”

In July, 1968, a Symposium on UFOs was held before the

members of the House Space and Astronautics Committee and some of the conclusions by the various scientists called to testify pointed out that UFOs ". . . are probably interplanetary . . . have been filmed on many occasions . . . have been ignored by science, which was a serious mistake . . . and at the very least are worthy of a serious and long term investigation."

Despite the predicted "debunking" of the UFOs by the University of Colorado, a current flurry of worldwide UFO encounters indicates that the unidentified flying objects will still be around to "beg a solution" long overdue. Not only that, but the release of the report of the Condon Committee from the University of Colorado will hasten the decision of a group of scientists to organize an independent and unbiased UFO investigation.

The President of the Brazilian Institute of Astronautics and Space Sciences said that a Colloquium there had resolved that "a critical, scientific study over a period of nearly twenty years . . . allows us to come to the conclusion that flying saucers exist . . . [and] are extraterrestrial objects." At the same time, an Italian delegate at the Congress of the International Astronautical Federation in New York urged the creation of an international center to deal not only with UFOs, but also with their alleged "occupants."

These meetings gained additional impetus prior to Apollo 8's successful orbit of the moon, when Col. James A. McDivitt, command astronaut for the Apollo 9 lunar test mission, spoke at an October 5th press conference in Dallas, Texas. McDivitt confirmed that he and his crewmen had sighted three UFOs on their June 5, 1965 orbital flight and had photographed one of them. NASA confirmed that the object remains unidentified. McDivitt stated, "They're there without a doubt, but what they are is anybody's guess."

One of the persons responsible for the success of the Apollo program to date is the German scientist, Hermann Oberth, co-designer of the V-2 rocket and noted authority on space travel. Of UFOs he says, "It is my thesis that flying saucers come from other worlds outside our solar system."

I have had an opportunity to research and investigate thousands of UFO reports over the past twenty-one years

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and through correspondence, foreign publications, interviews with scientists from other countries, exchange of bulletins, radio and TV reports, have found that not only is the UFO phenomenon real, but it is worldwide and ageless as well. The UFO phenomenon is too widespread and popularly accepted to be dismissed.

Many UFOs have been photographed and tracked on radar screens on a global basis. The behavior of UFOs, their characteristics, their shapes, their sizes, and other physical properties are being reported in similar terms from dozens of countries, including the Arctic and Antarctic. Thousands of world-wide observations have been documented in the past twenty years and before.

What is needed, I feel, is for NASA to start a new investigation, using the United Nations as a worldwide clearing house for global UFO observations. Since only about 10 percent of the persons sighting UFOs turn in reports of their observations, the UFO phenomenon must be accorded the respect, dignity, and importance it deserves. To be successful a new investigation must discard any preconceived notions about UFOs. A calm, strictly scientific study of these strange phenomena must be organized on a global scale. International cooperation would be vital to its success.

A study of the scientific UFO repetitions would make a good starting point, and by this I mean such areas of concern as radar trackings, photographs and movies, plane pursuits, falls of materials attributed to UFOs, above-normal radiation increases due to UFO encounters, physiological effects, electro-magnetic interference reports, "skyquakes" and explosions related to UFO appearances, sounds and smells attributed to UFOs, landings and near landings, hostile acts, straight lines of flight, "contactee" reports, scientific reports, appearances of UFO "occupants," periodic cycles of UFO sightings, underwater UFOs, power failures and landing marks caused by UFO appearances, etc. These repetitions have already been documented throughout the world, but not at a central headquarters. This project would be an expensive one, but I'm convinced there is a scientific payload behind these phenomena.

As early as 1946, the Swedish Defense Staff issued an

official statement quoting 2,000 reliable sightings within a matter of weeks and added that something inexplicable was indeed flashing in flight over Sweden. Air Force Major Hans Peterson of Denmark recently stated, "People from other planets are watching us by remote control." Major Peterson has spent years investigating reports of UFOs all over Europe.

At Pretoria, South Africa, it was announced that flying saucers had been seen by a number of experienced S.A.A.F. officers and other reliable observers throughout Africa. Many of these sightings included radar trackings and photographs.

G. Duncan Fletcher of the Kenyan Astronomical Association, after his own sighting and personal investigation, declared publicly, "The saucers come from outer space, and as far as I can ascertain, they are steadily mapping every section of our planet."

While UFO reports were streaming into Air Force headquarters at an average of 700 sightings per week in 1952, Albert M. Chop, the U.S. Air Force official handling UFO information stated, "One thing is absolutely certain. We're being watched by beings from outer space."

Clare Boothe Luce, former U.S. Ambassador to Italy, who with many others sighted a UFO over Rome, said, "I did see an object; I don't know what it was."

Captain Richard Case, American Airlines, who with other pilots and thousands of people in Indianapolis sighted a large UFO speeding over that city, related, "It was a controlled craft of some kind, going three times faster than we were." (Convair airliner was flying at about 300 miles per hour.)

J. J. Kalizkewski, cosmic ray scientist on a Navy project, who with other scientists sighted two cigar-shaped UFOs near Minneapolis, put it another way as he said, "They were strange, terrifically fast. I think the Government should set up a 24-hour alert with radar, telescopes, sky cameras, and other instruments."

In the summer of 1965 Mexico, along with many areas in the southwest and midwest United States, reported thousands of strange, unknown flying objects that terrorized many families by day and entire communities by night. Mexico was flooded with landings and "contactee" stories, according to Press reports. Javier Garzon, a physicist on the staff of the

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Astronomical Observatory in Mexico, said, "The saucers really exist and apparently come from another planet."

In Cuba the same story is being repeated. Numerous encounters there report metallic-looking, football-shaped UFOs in the air and on the ground. Henry R. Gallart, a native of Cuba and author of *From Other Worlds* stated, "I am certain that these objects must be built by an intelligent race of people."

In Canada, the late Wilber B. Smith, head of Canada's "Project Magnet" at Ontario, Canada, had stated long before, "These machines, I'm convinced from the weight of evidence, are extraterrestrial, the best ever seen by the armed forces of a UFO." After a close study by the Royal Canadian Air Force of photographs taken (1968) by Warren Smith of Calgary, Squadron Leader Chase called them.

With many reports in recent years coming from Argentina and other South American countries, Father Segundo B. Reyna an internationally respected astronomer and Roman Catholic Jesuit priest, began to make a study of the situation from the Adhara Observatory at San Miguel, Buenos Aires. Father Reyna came to the following conclusions after watching UFOs and photographing them between the earth and the Moon. "Flying saucers do exist. They are spacecraft manned by living beings from another world. Those alien beings are currently studying the Earth and its inhabitants. And, sooner or later, they will establish formal contact with mankind."

IX

A Compendium of Global Reports

by Brad Steiger and Joan Whittenour

AUSTRALIA-NEW ZEALAND

January 20—Wellington, New Zealand—Several eyewitnesses, including airport officials, saw a large, yellow disc moving over Wellington toward Island Bay. The UFO was said to have descended on the bay near the Stretch of Cook. The local police said the object was visible from the coast by means of binoculars, but that the sea was too rough to send a boat to investigate. A witness who lived near the coast claimed that the UFO had burst into flames shortly before its descent.

January 31—Orewa, New Zealand—A white oblong UFO flying very high and fast over Orewa was observed for more than a minute by several people sunbathing on Red Beach.

May 2—Melbourne, Australia—The Royal Australian Air Force probed a mystery sighting on a lonely road in Eastern Victoria. Witnesses reported a string of lights, red in color. One observer said that he got up on his truck's hood to see ". . . an object in a paddock. It had rows of red lights and a lighted dome on top."

June 8—Auckland, New Zealand—A UFO was tracked by the Department of Civil Aviation radar observers at 5:05 P.M. Members of the Tauranga Aero Club reported observing a long, white cigar-shaped UFO for a few minutes before it disappeared. While it was being tracked by radar, the blip moved from Waihi to Turanga at between 80 and 100 knots.

July 3—Gosford, Australia—Two young sisters convinced their elders that they were telling the truth when they said they saw a semi-circular-shaped object aglow with flashing red and green lights hovering for two minutes above their parents' car.

July 5—Killarney Vale, Australia—Nursing Sister G. J. Adam substantiated the young girls' report by stating that she had observed a UFO for three minutes while swimming early one morning. "Its stopping motionless made the law of gravity look like a piece of boiled spaghetti," Sister Adam said. "It stayed like that a good minute . . . and then shot off in a horizontal plane. . . ." Sister Adam said that the object looked like a "humming top" with lights centered on its bottom.

July 6—Carnarvon, Australia—Keith Berridge, a technician based at the Carnarvon Tracking Station, was driving from Carnarvon to Perth when he saw a comet-like object with a glow so bright he thought that he had made a 180 degree turn and was facing Carnarvon with the moon in front of him. "It moved in an arc parallel with the horizon and eventually disappeared into a heavy, low cloud," Berridge said. The technician had the UFO in view for about twenty minutes. On the same night, two young men from Inglewood and Kelmscott reported seeing a round, bright yellow unidentified object flying south of Pinjarra.

July 8—Dowerin, Australia—Farmer Peter Harris was moving some straying sheep about 8:30 P.M. when he saw a bright orange light moving in a southerly direction at about the height of the fence-posts. Harris said the object was very bright, made no noise, and was in his sight for twenty minutes.

July 19—Perth, Australia—Two taxi drivers and a hotel manager in different suburbs saw objects between 3:20 A.M. and 5:57 A.M. Taxi driver Stan Bubis said the object he

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sighted was "circular with a knob on top . . . just under the knob was a bright orange ring, which could have been a hole or window. . . . I know it wasn't an aircraft." The other driver, Ian Bonney, saw a main body of an iridescent gray color "with a streak of green that could have been windows." Hotel manager Bruce Marsden said that he had been attracted to the object because of its great size. "I have seen lots of meteors and satellites on my night rounds," he remarked, "but they are not as big and don't come in on an angle like this one."

August 22—Perth, Australia—Gordon Smith and Walter Gardin, two commercial pilots, reported having spotted a UFO near Zanthus, about 130 miles east of Kalgoorlie, on the transline. They told the local Department of Civil Aviation and Kalgoorlie police that the object was flying at a height of about 8,000 to 10,000 feet. According to the pilots, six large, black dishlike UFOs came out of the larger craft and returned to it later. The object kept pace with the plane for about twenty minutes before it disappeared.

September 15—Taradale, New Zealand—Two Taradale youths who jumped from their car seconds before it crashed into a shop window claimed that they had to "bail out" because they were being pursued by a diving UFO. Their story was accepted by the local police and also by their insurance company. Numerous Taradale residents were frightened to the point of hysteria by regular sightings of UFOs in the night skies and by ominous rumblings around the hills.

CANADA—UNITED STATES

January 2—Whitehorse, Yukon—Tom Banks and Errol Smyth were cruising in their snowmobiles when they saw a pulsating orange-yellow UFO near the treetops. Electro-magnetic interference occurred when both snowmobiles stopped. Both observers felt an unusual heat emanating from the UFO overhead.

January 5—Nelson, British Columbia—Six people saw four UFOs hovering above the CBC tower for nearly an hour. Marilyn Horser said the UFO was round on top, flat at the bottom and had a green glow. Her husband said the one

he was studying through binoculars looked as if it had flames coming out of the top.

January 24—Indiana, Pennsylvania—A witness travelling home from work on a clear day, saw a saucer-shaped object hovering over a pond about a hundred yards away. He stopped his car, rolled down a window for a clearer look at the UFO, which was at eye-level. The front was transparent and the interior clearly visible. Two beings were inside, both appeared to be average in height and appearance. Wearing coverall-style clothing, they seemed to be making repairs. Their backs were toward the witness. One of the occupants glimpsed the onlooker, and the two beings returned to their task with added vigor. "Then one of them . . . shook his head, like saying, 'Yeah,' and the other one ran over . . . pulled two levers . . . and they disappeared just like that! Everything! Nothing left!"

February 12—Newfield, New York—Two young boys reported a UFO hovering near their home. As the object tilted, both boys claimed they saw a window six feet wide and two beings standing in place behind it.

February 19—Bengough, Saskatchewan—Martha Heggs saw a UFO that appeared to be shaped like an inverted bowl with a smaller dome on top. She reported six portholes and riveted seams around the lower part of the UFO. The object made a sound like a high-pitched whining noise which caused a "tingling sensation throughout her body."

March 19—Wilson, Ohio—Gregory Wells had gone to get a bucket of water when a UFO appeared and hovered above a large tree about 30 feet off the ground. A beam shot out of the object, knocking Wells to the ground, setting fire to his jacket and the surrounding grass. Wells' mother rushed to the scene to aid her son as the UFO moved away. Wells suffered minor arm burns.

April 18—Espanola, Ontario—A family vacationing in a cottage on Parry Sound saw a brilliant UFO on the waters of Georgian Bay. "It was a fiery glow at first and it seemed to be moving," said the witnesses. "It came closer and we noticed it was a craft of some type with red, yellow, and green lights. We watched it for about an hour until it sped across the channel and up into the sky."

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April 18—Medicine Hat, Alberta—Nick Didack, his father, and his brother-in-law, Adolph Leis, heard a loud, eerie sound above them. Scanning the sky, they saw a brilliant white light overhead. At times the light was so intense that it appeared to illuminate the entire sky. The source of light seemed to be revolving, as intensity waxed and waned. The light remained stationary for about four minutes before drifting off to the north and later toward the east.

April 24—Homestead, Florida—Five youths reported seeing a dull-silver UFO with a pointed top. With binoculars, they were able to see small portholes on the bottom side. Television on Channel 6 began to fade, and static became quite loud during the UFO encounter.

April 28—Selah, Washington—Eyewitnesses claimed the "landing of a UFO nearby." One of another series of witnesses reported seeing three occupants about four feet tall emerge near his car. The beings were said to have been dressed in orange-colored clothing with a shiny surface. The witness who saw the occupants blew his car horn, and when help arrived, he was found to be on the verge of collapse.

May 11—Omaha, Nebraska—Three young college instructors campaigning for Senator Eugene McCarthy were leaving a restaurant near the Brandeis Crossroads Shopping Center at 9:50 P.M. when they saw a UFO. "It appeared to be shaped like an inverted saucer with a flat bottom. It was illuminated with white lights only—a single light on top of the dome which glowed continually, and a series of smaller lights around the rim, which flashed on and off in sequence in the manner of a theater marquee. As we watched from below, the lights around the rim flashed in a clockwise fashion. Our angle of vision was such that we could watch the lights around the entire rim. The weather conditions were perfectly clear. It had been a cloudless day and a cloudless evening . . . the full moon was off to, and a little behind, our left shoulders. . . . The lights [of the UFO] were so bright that they could not have been mistaken for planets, stars, or neon signs, and conditions were such that we could see not only the lights, but also the dark mass of the object outlined against the moonlight sky. The object hung motionless for

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about two minutes . . . It took another two minutes for it to disappear over our horizon."

July 7—Puget Sound, Washington—Nine ruby red UFOs soared back and forth across Puget Sound for over forty minutes. Pilot Rudy Malaspina of Des Moines, Iowa, chased the UFOs after reports were radioed to the FAA, the Coast Guard, the Air Force, and law enforcement agencies. Numerous observers watched from the ground as the nine UFOs appeared to fly in formation and to drop rocket-like devices on Green Lake. Radar screens tracked the UFOs, while other pilots and more than one thousand persons watched Pilot Malaspina pursuing the elusive objects. Malaspina said that his plane's magnetic compass was interfered with during the chase and that his clock stopped at 10:35 P.M., shortly after his pursuit of the objects began.

July 10—Warren, Ohio—Richard Montgomery, a commercial pilot, said that he, his brother, and their dates were chased by a UFO as they flew at an altitude of 4,000 feet. "We were cruising over the west side of Warren about 10:20 P.M. headed east when I noticed an object coming toward us from the direction of Youngstown. . . . I swung over to get a closer look when the object headed directly toward our airplane. It stopped and hung motionless . . . and as our aircraft came closer, it moved swiftly upward and came back at us from another angle." Montgomery described the UFO as being cylindrical in shape, of metallic composition, with a muffled light beaming from underneath. The UFO, about ten feet in diameter, kept following Montgomery's craft, even though he sent his "aircraft into several maneuvers . . . which simulated a military dogfight." The UFO suddenly sped off "in an easterly direction at amazing speed and was quickly out of sight."

July 21—DeLand and DeLeon Springs, Florida—Dozens of persons reported mysterious reddish-orange oval objects encircled by yellow rings and yellow "balls of fire" maneuvering in the skies overhead. The UFOs were spotted from a highway near Pierson and from the vicinity of the Florida Transformer Company and the DeLeon Springs Trailer Court. Most of the objects were extremely low and very large. Flares dropped on Lake George could not account for

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the descriptions and maneuvers observed by dozens of eye-witnesses.

July 31—Grafton, West Virginia—Cecil Devers and Mrs. Everett Knotts watched a mysterious hovering UFO for more than an hour. The UFO was disc-shaped and bright silver in color. They both heard an unfamiliar beeping sound coming from the UFO at 10:15 P.M. Dark spots suggesting windows were seen on the sides of the UFO.

August 14—Santa Barbara, California—Two families reported seeing a UFO cruise slowly over the city. "It was gray in color, cigar-shaped, with myriads of green, red, and white lights . . . like sparklers along its length." A private plane approached the object from the north; the lights in the UFO went out and it vanished in the night sky.

August 15—St. Petersburg, Florida—Leonard B. Bartlett received a big surprise when, while picking up his morning newspaper at 6:35 A.M. in front of his house, he heard a humming sound, looked skyward, and saw a huge, fiery, wheel-like object, that appeared to revolve around a deep blue center. Bartlett estimated that the UFO was about 125 feet in diameter. The object left a vapor trail and disappeared by flying straight up.

September 15—Cornwallis River, Halifax, Nova Scotia—A member of Canada's National Research Council's meteorite committee, Prof. MacNeil, said that he was satisfied that four boys definitely saw "something" dive into the Cornwallis River. The boys claim the UFO was about fifteen feet across and six feet high. They watched it hover above the water for about ten minutes, then slowly slide into the river and move with the current. "Then it was nothing but a big black shadow under the water," the boys said. "It broke surface twice. It must have detected us, because it slowly moved out and sunk into the river."

September 18—Steinbach, Manitoba—A farmer preparing to paint his barn saw three gray, football-shaped objects flying over. The UFOs appeared to be connected by "a long, white arc or loop, three times the length of the objects themselves." After the UFOs disappeared, strange, white strands of material began falling on powerlines, trees, and fences in the area. The farmer's sixteen-year-old son collected some of

the material, but most of it had disintegrated by the next day.

October 24—Stewartville, Minnesota—Department store owner Warren Anding, his two young sons, and a teenager, Joe Raygor, were winding up a raccoon hunt six miles south of Stewartville when a UFO came over a knoll near Anding's car. Anding said the object appeared to be about 25 feet in diameter and gave off a light so bright that one could not look directly at it. The UFO sped along at an altitude of about 200 feet, then stopped, turned off its main light, and turned on a red and green whirling one. At that point it rose, "did a couple of figure-eights in the sky, and darted off toward Stewartville." The UFO hovered momentarily over a farmhouse near the town, then "took off at a steep angle and at tremendous speed to disappear in the stars."

November 9—Lakeland, Florida—A housewife said that above her home she saw a large, hovering UFO that had "windows," and "occupants" looking out of them.

November 22—Conyers, Georgia—Two brothers claimed that while out hunting, they saw a 70 to 80 foot UFO that glowed whitish-orange and had "Z's" around its edges. Other hunters near Albany, Georgia, reported that a UFO with green and blue lights had "spooked" their dogs. An Albany bank employee said that his car's electrical system went "haywire" when a UFO approached it.

May 18, 1969—Iowa—Dozens of reports from area residents, college students, and law enforcement officers were filed in northeastern Iowa. Most observers of UFO activity described the objects as being white with flashing red and green domes. One officer said the UFO that he and other patrolmen had seen looked "as big as a softball held at arm's length." A police sergeant described the UFO which he saw as having "three basic colors . . . red to green to white, each phase lasting about one second. At times the object blacked out for a period of several seconds. At times the object would move rapidly to the right or to the left, up or down, but it never moved from the area. . . . In all, seven [officers] agreed that the object was something they could not identify. I watched the object for about twelve minutes when I received a radio call for another assignment. Upon returning to the area about half an hour later, the object could not be located."

ITALY—SPAIN

August 22—Terracina, Italy—A busload of tourists was buzzed by a disc-shaped UFO at 12:25 P.M. The UFO, which flew parallel to the bus, appeared to be metallic gray and had a dome on top. It moved in a straight line and appeared to have square windows on the outer edge and a small, darker spot in the middle.

September 5—Madrid, Spain—The Spanish Air Force scrambled one of its supersonic jet fighter bombers, a U.S. built F104, to chase a UFO, which was causing a monumental traffic jam on the ground, as thousands gathered to watch the mystery object. Air Force radar screens tracked the UFO at 90,000 feet. Other pilots also reported the same object and the Madrid Astronomical Observatory saw it through its powerful telescope. Photos were taken through the telescope, which revealed a triangular object, apparently solid on one side and translucent in some sections.

JAPAN—VIET NAM

January 1—Yokohama, Japan—A large mother-ship appeared over the southwestern sky of Yokohama. Nine UFOs were observed issuing from the larger ship's interior.

July—Demilitarized Zone, Viet Nam—For two weeks, Allied counter-mortar radar showed blips that looked like slow-moving, low-flying craft. American artillerymen also reported sighting a series of strange, moving lights near the Ben Hai River, the dividing line between North and South Viet Nam. Artillery and aircraft opened fire on the targets and the blips disappeared. No wreckage of any kind was discovered by reconnaissance groups.

July 23—Sendai, Japan—An unidentified flying object appeared at dusk five miles north of Sendai. The UFO was sighted by several members of a boys club as they were hiking along the highway. The object appeared to be approximately 40 feet in diameter, had a dull, metallic look and twelve lights on its underside. No sound was reported. The

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UFO disappeared a few minutes after the initial sighting by the troop leaders.

September 9—Dong Ha, Viet Nam—Helicopter pilots reported a fast-moving UFO that was observed for about twenty minutes over the U.S. Marine Base. The UFO was maneuvering and had green and white lights. The helicopter pilots became believers, and admitted that they had been "scared to death."

MEXICO-SOUTH AMERICA

March 25—Mexico City, Mexico—Jose de Jesus Fonseca and his wife, Ema Fonseca, were driving with a friend when they saw a luminous, spherical object moving at a great velocity. Thinking it was a plane in trouble, they called the airport. They were told that airport personnel had also seen the object, but could not identify it.

June 2—Lima Peru—A group of people reported that they had seen six UFOs hovering over the highway near Lima. Each UFO had a red light and made a noise like a helicopter, but moved at tremendous speeds far greater than helicopters. All the UFOs observed were shaped like soup plates and were rounded at the bottom.

July 1—Botucatu, Brazil—Three young boys reported a circular UFO, gray in color with a dome on top and tripod and ladder on the bottom. The UFO landed and stayed on the ground for forty minutes. Deep, symmetrical marks were found on the ground after the UFO took off. A spinning, yellow-lighted disc-shaped UFO was photographed by a professional photographer several days later. The film showed a spinning object that seemed to illuminate the ground.

July 28—Mexico City, Mexico—A UFO was seen resting on a highway and was described as being ". . . shaped like a great dome, perhaps 20 feet in diameter, with four legs holding it up." More than seventy-five witnesses saw the UFO, which appeared to be made of some sort of metal "because the sun glanced off of it like it was aluminum." No sound was heard until the UFO began to rise off the highway. A deep "hum" was heard as the object rose, and the legs

reportedly retracted under the craft. "It just went up and was lost from sight," witnesses said.

August 10—Poza Rica, Vera Cruz—Five spherical yellow-white objects flying in formation in a North-South direction were observed by the population. Several witnesses reported that one of the objects was larger than the others and appeared to be the leader. When the UFOs were directly above the city, they broke formation. The smaller of the four continued south while the larger UFO disappeared toward the east.

August 13—Mexico City, Mexico—Several persons spotted a pear-shaped UFO with a luminous yellowish aureola and a blue light in its center.

September 21—Yecapixtla, Mexico—A city employee reported sighting a circular UFO, which disappeared suddenly and discharged black smoke.

September 23—Cuernavaca, Morelos, Mexico—A lawyer driving toward Cuernavaca saw a luminous object hovering near the city. His sighting coincided with a blackout in the city.

October 1—Lins, Brazil—A bulldozer operator claimed that he saw an automobile-sized UFO near his machine as he went to work at 6:00 A. M. The man reported seeing three beings with human-like faces peering out at him from behind windows. According to the construction worker, a yellow ray shot from the craft and knocked him into a semi-conscious state. Although he was in a dazed condition, the bulldozer operator was able to see two of the UFO occupants leave the ship, scoop up handfuls of dirt, and re-enter the vehicle which then made a rapid ascent. In February, a nurses' aide at Ferreira Clemente Hospital in Lins claimed to have seen a woman in a cape and tunic enter a UFO. A burnt circle at the site seemed to offer some substantiation for her story.

October 3—Curitiba, Brazil—An oval-shaped UFO hovered 200 feet above several hundred bathers on the Ilha Do Mel off the Pana Coast and blinded them with multi-colored lights. The UFO appeared to be approximately 50 feet across and to have round, lighted portholes and square, lighted windows. There also seemed to be a series of terraced decks with a large dome on top of the UFO. Radar at Paranagua Air-

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base picked up the object on its screens. Police Captain Antonio Flo said that in his opinion the UFO was "definitely a craft from another planet." Many of the terrified witnesses rushed into the sea or sought hiding places on shore. Two days later in the Andes Mountains in Chile, a five-man team photographed a UFO after many reports of UFOs stopping cars in the area.

October 27—Buenos Aires, Argentina—A farmer, Humberto Damiani, found one of his cows dead in the center of a circular patch of burned earth. A few days later huge mushrooms began to grow on these patches, and soon became "as large as footballs." Area residents reported strange lights in the sky.

November 26—Mexico City—Twelve brilliant UFOs were said to have flown from horizon to horizon in perfect formation. Hundreds of witnesses, including participants at the annual film festival, watched the flight of the objects.

November 28—Cuzco, Peru—An investigating team stated that they had discovered huge caves, which they believed served as hangars for "flying saucers," in a mountain close to Cuzco. Investigators said that the caves seemed to have been made by intelligent beings. Numerous UFO sightings have been reported by inhabitants of this area, and many witnesses have claimed seeing small humanoid creatures.

RUSSIA

Recent widespread reports of flying saucers over Russia have caused a scientific debate on the phenomenon. Because of many well-documented "UFO happenings" in Russia, a 200 man scientific investigation has been launched. In February, 1968, Russian authorities received more reports in one month than throughout all of 1967.

With no information forthcoming from their government, many Russians sought answers in other areas and saucer encounters sparked many religious revivals.

At Kazakhstan eight scientific workers, members of a geo-physical expedition from a Leningrad research institute, reported a strange, luminous object, lens-shaped and bright, with a visible diameter one and a half times larger than the

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moon. The UFO disappeared briefly, then reappeared behind a mountain top.

At Ogra, Latvian astronomers Robert Vitolniek, Ya Melderis, and Esmeralda Vitolniek watched a lens-shaped disc (estimated to be 325 feet across) with three rotating spheres, flying 60 miles above the earth. Binoculars and telescopes were used in the observations. The UFO had a shining, emerald green color.

While crossing the Norwegian Sea, four Russian sailors, aboard the Soviet ship Izhevsk, reported a sphere-like UFO with a burst of bright rainbow colors, which threw off sparks as it maneuvered overhead for an hour.

A UFO, having an exhaust trail of some sort, a diameter two-thirds of the Moon, with yellow and red lights, was seen maneuvering near the Mountain Astrophysical Station, USSR *Academy of Sciences*, twelve miles from Kislovodsk in the Caucasus.

Assistant Professor Vyacheslav Zaitsev, above Bologoye in a TU-104 aircraft, reported that a UFO with a metallic tinge and a bulging core resembling a cabin, had flown alongside his plane.

Air Force Major Baidukov, on a night mission over Odessa, noticed a UFO on the screen of his plane's radar. The object was also spotted by ground-based radar units.

Near Sukhumi, Caucasus, Russian Astronomer Lyudmila Tsekhanovich watched a UFO, which seemed to be illuminated from inside.

From many places in Russia, have come reports of touch landings, car chases, and UFO occupants, along with various UFO photographs and many trackings on radar screens.

Dr. Felix Zigel, astronomy professor at the Moscow Aviation Institute, stated that UFOs were "a problem of prime importance that can be solved only by a joint effort of all the scientists of the world."

SCANDINAVIA

October 25, 1967—Several areas reported strange phenomena in connection with UFO sightings. Mrs. Henny Olrik of Graesmarken, Foellenslev, said that she saw two yellow

UFOs while in the company of her daughter and her son-in-law, a civil engineer. The two objects headed for a larger UFO. Numerous other witnesses in different areas of Denmark reported seeing similar displays of the large UFO in the company of smaller objects.

November 7, 1967—Herlev-Ballerup, Denmark—A cigar-shaped UFO was observed for as long as half-an-hour by numerous witnesses. Some people reported seeing a UFO on the ground in Veksoe, north of Ballerup.

November 23, 1967—Hillerod, Denmark—A slow-moving, glowing red UFO was observed by witnesses, as the object crossed over Hillerod. Police Sergeant T. Kirkeshov said that he watched the UFO for several minutes. "The thing got brighter and brighter red, then it changed color to yellow and to white. It looked as if small particles of something fell from it, then it disappeared."

February 1, 1968—Umeaa, Sweden—An airport control tower operator and three pilots reported seeing a ball of bright green light at about 3000 feet high travelling around 188 M.P.H. An airline employee said that the UFO first turned red, then violet, before it seemed to explode near the horizon.

March 11, 1968—Aarup, Denmark—Erik Andersen, a mechanic, reported a UFO over Aarup at 5:40 A.M. According to Andersen, he had been driving toward the main highway when he sighted an object that seemed to be moving toward the ground, one and one-half kilometers in front of his automobile. The white-glowing UFO hovered, stopped glowing, then, about one minute later, rose again with a bright white light. Similar UFOs were sighted at 6:00 A.M. over the Langeland Bridge and Funen Island. The objects were described as being oblong in shape, rounded at both ends, and emitting bright yellow or white lights.

The compendium of UFO sightings included in this chapter constitutes only a minuscule sampling of the reports of unidentified flying objects which were made in 1968. Acknowledgments must be made to William Moser, Australia-New Zealand; Gene Duplantier, *Saucers, Space & Science*, Canada; Jesus Hernandez Garibay, Mexico; George Fawcett,

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X

Toward a Standard Data Reduction System

by John A. Keel

Many of the aspects that have preoccupied ufologists for years have proven misleading or failed to contribute to a better understanding of the whole problem. UFOs represent only a small part of a much larger phenomenon, now occurring on a world-wide scale. By being more thorough and objective in our investigations we can—and will—learn more about the phenomenon itself.

Tape recordings are useful documentation but, unfortunately, hundreds of hours of tape cannot possibly be audited. Whenever possible, try to prepare both transcripts and written summaries of tapes. On each tape, begin with the date of the recording, the locale, identity of the interviewer, *spelling* the names of the witnesses to be interviewed. Conduct the interview so that events are discussed in chronological order.

Thousands of UFO photographs have been taken in the past twenty years but very few of them have advanced our knowledge of the phenomena. This study is interested only in superbly detailed photographs taken in the presence of two-or more witnesses who are willing to sign notarized affidavits.

UFO photographs are too easy to fake and too difficult to authenticate.

Emotional "causes" frequently blind researchers to important but hidden facts. We must abandon the tiresome tactic of trying to prove *any* cause. Don't jump to conclusions concerning the reliability of witnesses or the validity of their reports. Simply collect all the facts and report them. Thousands of important cases have been slighted in the past because unqualified investigators have made hasty, negative judgments.

Objectivity. Most ufologists confuse skepticism with objectivity. A trained investigator expresses no opinions, but merely collects and records all of the available data. In ufology we are, in large part, dealing with personal testimony which must be collected in the manner approved and utilized by law enforcement officers and newspaper reporters. The investigators' personal opinions and evaluations must not be reflected in the final report. The main body of the report should consist of the facts as reported by the witness in his own words. Phrases such as "flying saucer," "spaceship," "mother ship," etc. should be carefully avoided unless the witness actually used such terms.

Estimates. It is virtually impossible to estimate the altitude of an object seen at night unless you have certain knowledge of its size. It is impossible to estimate the speed of an object unless you know both its altitude and its size. In daylight, a jet airliner cruising at 400 mph at an altitude of 30,000 feet appears to be moving slowly. A Piper Cub travelling at 100 mph at an altitude of 75 feet would seem to be moving faster. Everything is relative. Even pilots, police officers, and military men are unable to make accurate estimates of size, speed, and altitude under the usual UFO sighting conditions. Such estimates can, therefore, be worthless and misleading. While we must ask the witnesses for such estimates, and should include them in reports, they should be clearly labeled and cannot be regarded as "hard data." Objects seen close to the ground can be exceptions, particularly when terrain features provide valid comparisons.

Directions. Many witnesses have a poor sense of direction and often state that an object moved eastward when actually

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it was moving south. Wherever possible, recreate the sightings and take compass readings to ascertain the actual direction pursued by the object. Try to locate other witnesses along the suggested route.

Emotional Reactions. In low-level sightings or auto pursuits, the emotional and physiological responses of the witnesses are extremely important. Get them to explain *in detail* how they felt immediately before, during, and after the sighting. Did they suffer fear, nausea, dizziness? Were they subjected to unusual dreams afterwards? In some cases these reactions are more important than the sighting itself.

Elevation. The angle of elevation is a minor factor and its primary worth is in determining the nature of the object. Objects seen low on the horizon are often non-UFO phenomena.

Sounds. The sounds accompanying the objects can be of great importance. Many of these sounds have proven to be "mental," that is they were not audible movements of air but were electrical responses in the brains of the observers. Beeping sounds frequently indicate that the witness was subjected to an unconscious experience. Such witnesses may find that they are unable to explain lapses of time or geographical transfers during such sightings. These witnesses should be examined by a qualified psychiatrist whenever possible.

Hypnosis. Under no circumstances should any witness be hypnotized by anyone other than a qualified psychiatrist or an accomplished hypnotist. In recent years, amateur hypnotists have unwittingly ruined several important cases.

Landings. If you should investigate a landing report in which definite markings were left on the ground, photograph these markings and make careful measurements. For the past twenty years hundreds of landings have been neglected, even though the markings are found to be similar in size and formation. If we had collected and documented photos of all these landings we might now have an impressive body of corroborative evidence.

Eye Burn. Witnesses who suffer from burned or inflamed eyes after viewing a UFO should be immediately examined by a physician and a full report should be obtained. In cases involving "eye burn" weeks or months prior to investigation, the investigator should get the witness to draw up a full state-

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ment explaining in full the reactions suffered. Medical documentation is most important.

Dreams. Many witnesses suffer unusual nightmares weeks before their UFO sighting. Others have strange nightmares for weeks afterwards. These dreams are important and you should try to obtain full descriptions of them. Some witnesses begin having prophetic dreams after their UFO experience.

Radioactivity. Radioactivity is quite rare, even in landing cases. Geiger counters can easily be misread. If you own a Geiger counter, make certain that you know how to use it properly.

REDUCTION OF DATA:

Thousands of reports will be received and examined by this study and it is essential that a universal system for reducing and organizing the incoming data be implemented. We have developed the following DRS (data reduction system) and recommend it to all independent researchers. We also suggest that all UFO magazines and publications add a page to each issue, listing sightings in the issues with the DRS. This could serve as a handy index for future study and correlations. An adequate general index system has been notably absent in the ufological field and published data is often lost because of this lack.

The DRS is accomplished by a kind of numerical shorthand. The key factors to be isolated and recorded are: (1) the date of the sighting, (2) the time of the sighting, (3) the geographical location of the sighting, (4) the movements of the object sighted, (5) the type of object seen, (6) the number of the file containing the full report.

The DRS Procedure:

(1) *Date:* Purchase a standard desk calendar. Such calendars not only give the date but they also give the date's numerical order within the year. In 1969, April 16th is the 106th day of the year. Instead of writing "April 16, 1969," we write 69-106. The first two numbers in our DRS code are thus the year and numerical date of the sighting.

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(2) *Time*: Whenever possible, give the exact time of the sighting. This is written in military style, the hours being numbered from 0100 (1 A.M.) to 2400 (midnight). Noon is 1200; 1 p.m. is 1300. Simply add *twelve* to all hours after noon. If the sighting occurred at 4:45 P.M., the DRS code number becomes (12 + 4:45) 1645. Assuming that our sample sighting took place at 10 P.M. on April 16, 1969, our DRS code becomes: 69-106-2200.

(3) *Locale*: It is very important that we pinpoint the general locale of the sighting, first by state and then by the quadrant on a given map. While you will undoubtedly use detailed local maps in your studies, we ask that you obtain a copy of the RAND McNALLY ROAD ATLAS (\$1.95, Rand McNally, 405 Park Ave., New York, N. Y. 10022. Also available in many stores and gas stations.) This is a book of maps of each of the 50 states. In the interest of uniformity we should all use the same maps. Assuming that your report is about a sighting in Lame Leg, N.C., locate the quadrant containing Lame Leg on your RMc map of N.C. If Lame Leg does not appear on the RMc map (many small towns are not included), locate its position on your more detailed local maps and then try to pinpoint its approximate position on the RMc map. Let's say that Lame Leg is located in the G-9 quadrant on the RMc map. The next letters in the DRS code would be the state (N.C.) and the map coordinates (G-9). Our code now reads: 69-106-2200-N.C. G-9.

(4) *Direction of Object*. Next we want to know the direction in which the object appeared and the approximate route it followed. The following code letters will be used for this information.

N = North

E = East

S = South

W = West

L = landed

D = descended

O = occupants seen

B = beeping heard

V = markings or debris found at site

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H = hovered
M = maneuvered (assorted motions)
C = circled
A = ascended
CG = color changes seen
LX = contact claimed
PL = object exploded
RK = witnesses physically affected (burns, amnesia, paralysis, etc.)

For our sample case, let's assume the object was first seen hovering in the north (HN). It then gyrated up and down (M) and finally disappeared eastward. The code would be HN-M-E. Our full DRS code for this sighting now reads: 69-106-2200-N.C.-G9-HN-M-E.

(5) *Type of Object.* To describe the object in the DRS we use Vallee's classification system for the four basic types, which are:

I = An unusual aerial object, spherical, discoid or other complex form, maneuvering close to the ground or even landing.

II = Cigars and cylinders, also strange cloud type formations such as self-luminous elongated structures apparently gaseous in form.

III = An unusual object, spherical, discoid or other complex form, remaining stationary in the sky during most of the observation.

IV = An unusual object or light pursuing a course across the sky without pausing or performing excessive maneuvers.

Our sample case can best be fitted into the description in type III. So now this is the DRS code: 69-106-2200-N.C.-G9-HN-M-E-III.

(6) *File Number.* Each researcher participating in this study will be given a specific file number. Each of his reports must carry this number. Suppose your number is LT3. Each report you submit should carry LT3 at the top of each page. In addition, each new report you submit should contain a numerical identification. Assume that your report of the April 16th

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sighting is the 14th report you submit to the study: the full code number of the report is thus, LT3-14. Your report LT3-14 will be placed in the general file while a card bearing the DRS code will be placed in the "instant reference file." The full DRS code for our hypothetical case is now: 69-106-2200-N.C.-G9-HN-M-E-III-LT3-14.

You can see that we have successfully reduced all the basic data of the sighting to a single line of numbers and letters. This system will enable us to make instant comparisons with sightings from April 16th and check the time and geographical coordinates with a minimum of delay. This would not be possible if we had to wade through piles and piles of individual reports. Although this system may seem unduly complicated at first, you should be able to master it quickly and with ease.

Partial Index to Flap of January 1969

69-02-7-Mo.-F3-HM-III	
69-03-2000-Minn.-D6-HM-III	
69-05-2100-Fla.-B5-HM-II	
69-06-1830-Fla.-F5-HM-III	
69-06-1900-S.C.-D3-HM-III	Probable Unreported
69-06-1900-S.C.-F4-HM-III	National "Flap."
69-06-2000-Man. (Can.)-F6-HM-III	
69-07-1900-S.C.-F4-HM-III	
69-09-2030-2130-O-C4-HM-III	
69-09-200-2300-III.-A6-HM-III	Probable Unreported
69-09-2030-Ia.-G9-HM-III	National "Flap."
69-11-2200-Ariz.-E3-I	
69-12-2130-Mo./Ia.-A7-HM-III	
69-13-2245-0130-Mich.-C5-HM-III	
69-16-1845-Ore.-E1-NW-SE-III	Probable Heavy But
69-16-1900-Ore.-B3-NW-SE-III	Unreported "Flap" in Oregon.
69-17-1200-III.-G3-HM-I	
69-18-1915-S.C.-F6-HM-III	
69-20-2000-2030-Miss.-H5-HM-III	

Meteors—At first glance the individual sightings in Oregon on January 16 seem to be meteor reports. However, when or-

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ganized by the DRS and studied as a whole it becomes apparent that several objects were in action and were viewed from points which would not lie along a single course. Do not accept meteor explanations hastily. For a summary of eccentric "meteor" reports see *Male* magazine, March, 1969. Also see meteor section of the (British) *Flying Saucer Review* special "North American Report."

We suggest that all UFO publications list on their last page the DRS code for all the sightings detailed in each issue. This will give us a ready index of sightings for each month. By collecting the DRS indices from all regional publications we can quickly organize and assess the national "flaps" and "flap dates." With this system, seemingly minor "lights-in-the-sky" reports become important and can help us to map the courses of the objects, etc. Instead of trying to itemize and detail every such report, simply include them in your index as type IV sightings.

It is essential that we build up complete and comprehensive indices of sightings for our statistical studies. Quantitative studies have been sadly lacking in the UFO field. Individual sightings are so numerous that they lose all importance unless they are reduced to valid statistical form. The process is a complicated one, but it will eventually pay big dividends in helping us to sift out and analyze the factors of geography and time. The first step to any useful research is to develop and introduce a common methodology which will be understood and utilized by everyone in the field. We hope that the DRS will fill this need.

Submitting Reports. Include return postage with all materials. Enclose a stamped, self-addressed postcard with each batch of reports so we can acknowledge receipt. Send reports to John A. Keel, P.O. Box 351, New York, N.Y. 10016.

If you send newspaper clippings mark the name of the newspaper and the date of publication on each clipping.

Full reports should be typed double spaced on 8½ x 11" paper with the DRS code at the top of each page. Two typed index cards (3"x5") should be included with each report. One card should contain nothing but the DRS code typed

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across the top. The other card should contain the Vallee class code, the normal date, and the geographical location.

Each report should begin with a one-paragraph summary of the event, followed by a detailed review of the event laid out in chronological order, including every available detail.

XI

The Continuing Mystery of the Men in Black (MIB)

by Brad Steiger and Joan Whritenour

On the morning of Saturday, June 14, 1968, a man representing himself as an Air Force Major contacted Thomas Wedemeyer, security chief of staff of the Commission on Aerial Phenomena (C.A.P.), Jamestown, New York. The officer presented papers identifying himself as Major Smedley, an Air Force investigator operating out of Jamestown.

Major Smedley questioned Wedemeyer about James No rene, the director of C.A.P. He demanded to know who headed investigations for the organization, and was particularly interested in any information which C.A.P. might have acquired regarding a report made by two state police officers concerning a UFO that had landed outside of Buffalo, New York, on June 12th.

Major Smedley was not driving an automobile and did not carry an attaché case. He was wearing an Air Force uniform. Wedemeyer remembers being intrigued by the peculiar accent with which the visitor spoke. After the Major left, Wedemeyer suffered from an acute headache and could remember nothing of their conversation, for about five minutes.

Later, a C.A.P. check of the local Air Force authorities re-

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vealed that there was no Major Smedley working out of Jamestown.

"Upon receiving this information," wrote C.A.P. Director Norene to Brad Steiger, "we immediately checked with Air Force Personnel (via teletype) in Boston, Massachusetts. The reply was most interesting. The Air Force lists no Major Smedley on their records. In other words, such a man is not a member of the United States Air Force. The fact that this person, whoever he might have been, seemed worried that our organization might have pertinent information concerning the reported landing outside of Buffalo prompted us to further our investigation of this incident."

On August 10th, the officers of the C.A.P. were visited by freelance UFO investigators from Erie, Pennsylvania. In the course of conversation, the visitors told Norene and his staff about a strange incident that had occurred to an associate of theirs.

In the summer of 1967, the Pennsylvania UFO investigator had been contacted by an Air Force officer, who wished to question him regarding his research. The officer had been alone, on foot and carried no briefcase. He had interrogated the researcher for an hour. After the Air Force officer had left, the UFO researcher became violently ill and had to be confined to his bed for two weeks.

The Air Force "officer's" name? Major Smedley!

The descriptions of the MIB range from the common "short men, dark complexions, Oriental features, heavy accents" to "tall, blond, crewcut, fair-complexioned, Scandinavian-types." Sometimes they appear as "odd couples," a tall blond with a short, dark companion.

In the summer of 1968, Brad Steiger received a long-distance telephone call from a journalist friend who was covering a UFO flap area for his local newspaper. "Blast Brad Steiger and Joan Whritenour and down with John Keel!" he thundered.

Steiger, recognizing his friend's voice, asked him what the trouble was.

"I'm trying to cover this flap over here—My lord! Everyone has seen these UFOs!—but everytime I try to dig deep, the witness clams up and says, 'I won't say more. Brad Stei-

ger says awful things will happen to me if I tell too much!" One lady said that John Keel had told her that she would be carried off by the saucer people if she talked to anyone about her sighting."

Steiger knew that neither he nor Keel were in that particular flap area at that time, and that neither he nor Keel would say such things in even a jesting manner if they *had been* in the locale, so he pressed his friend for details.

"Well, damn near everywhere I go, the witness has been given a copy of one of the Steiger-Whritenour books or a magazine with an article in it by you or Keel!"

"And the books and articles are supposed to frighten them?" Steiger questioned. "Whoever is delivering these things must be adding their own interpretation."

"I don't know about that, but what the hell are you people saying in these articles?" the frustrated newsman wanted to know.

"Haven't you read them?" Steiger countered.

"I don't need to read them!" the journalist roared. "Every UFO witness I interview is waving a copy in my face and telling me about all the terrible things that will happen to him if he elaborates on his sighting report."

"But who are the delivery boys?" Steiger asked. "Have you seen them?"

"Not until this afternoon," the newsman answered. "I guess I must have arrived at this farmhouse just a few minutes after they did. Damn unfriendly little monkeys!"

"Could you describe them?"

"Well, I didn't pay a whole lot of attention to them. I just shot an irritated glance at them every once in a while. You see, I was trying to talk to the farmer's wife, while they were chattering at the farmer and waving a copy of this magazine in their hands and telling the man how Brad Steiger was warning all UFO sighters not to talk."

"I see," Steiger mused. "How ironic that they should use Keel, Whritenour, and myself to silence saucer sighters. But you must have an impression of their general description."

"Oh," the newsmen hesitated. "They were short men in dark suits. All three of them had deep suntans."

"Notice anything about their eyes?"

"Nope. I can't recall even seeing their eyes. Come to think of it, they all wore dark glasses."

"Did you speak to them?"

"Well, I spoke to one. But he lied to me."

"What do you mean?"

"He told me that he and his friends were NICAP investigators, but when I checked with the area NICAP man a bit later to get a quote for my article, he said that he didn't recognize any of the names they gave me and he knew no one in the local group who would fit their general descriptions."

What is the meaning of this experience? Steiger's journalist friend had not read the articles or books which dealt with the MIB enigma. He described the short, dark-complexioned men in a tone of naïveté. It was after he had given their description that Steiger urged his reading of the material that discussed UFO silencers.

Steiger has discussed these men with several members of NICAP. Certainly neither the central office of NICAP, nor its responsible members, would tolerate their investigators "silencing" UFO sighters. It is possible that some NICAP-ers become overly enthusiastic with their investigative work or become overly impressed with themselves, but it would seem libelous to suggest that NICAP is in anyway responsible for the MIB reports. The serious, responsible NICAP member never leaves an interviewee with the impression that he represents the government, rather than a private, civilian, organization.

Certain witnesses of UFO activity have been approached by "Major Smedleys," that is, by individuals impersonating military or other governmental investigative organizations. Colonel George P. Freeman, Pentagon spokesman for Project Blue Book told John Keel that these men were not connected with the Air Force in any way, and Keel's investigations could turn up no other United States security group that would claim them. Colonel Freeman informed Keel that they would like to catch one of the MIB themselves, since the silencers are committing a federal offense by posing as Air Force officers and government agents.

Late one evening in mid-February of 1968, Brad Steiger received a long distance telephone call from a close friend

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who is a travelling salesmen for a large, automotive parts company.

"Hey, Brad," he said, after telling him that he was calling from a city about 300 miles from Steiger's home, "would you believe that I'm in the midst of a damned saucer flap?"

Steiger did not believe it. His friend was a skeptic. For four years he had kidded about Steiger's interest in flying saucers and had never missed an opportunity to give him the needle.

"But it is true," he persisted. "You should come on over and interview these people."

Steiger was putting the finishing touches on *UFO Breakthrough* and could ill afford the time to be taken in by one of his friend's practical jokes. "Tell me about the flap," Steiger challenged him.

"A mother and a daughter say they saw a UFO in their field. Several farmers have been seeing UFOs land regularly. Hell, the locals here drive out on certain evenings and watch the things hover over high wires and transformers. Everyone in this town, including the cops, take the flying saucers as a matter of course."

"Have you talked to the observers?" Steiger asked.

"Too busy selling, man," he replied, "but that's what I've been hearing. Are you coming over?"

"Too busy writing, man," Steiger answered, thinking that he had thwarted his friend's joke. "You go chase the lights in the sky and the little green men on the ground."

Two nights later, Steiger's friend called back. An intelligent fellow with a lion's share of curiosity, he had stayed in town to track down the facts behind the UFO flap. He had been amazed at the high level of intelligence of those who had reported sightings. But his tone had changed in another way. This man was no naïve teenager filled with imaginative terror tales telling Steiger that mysterious men-in-black were after him. But someone, he told Steiger, had been following him.

Steiger became extremely concerned about his friend's welfare. The man was unfamiliar with recent areas of UFO research, and had no idea of what he might be up against. He fired questions at Steiger, who advised his friend to get out of town. True to form, he told Steiger that he planned to stick

around to ask some more questions. He promised to call again the following night.

The next night he did not call. At midnight, Steiger tried calling his friend's motel. He was told that such a party had never been registered. Steiger persisted and told the clerk that his friend had been staying there for nearly a week when at last the man's card was found. The clerk expressed amazement that it was not in its regular place in the file. Steiger, however, was unable to contact his friend that night.

The next morning Steiger was comforted to hear his friend's sleepy voice answer his call. He had just begun to fill Steiger in on what he had uncovered when the call was cut off. It took Steiger's operator five minutes and three channels to re-establish the connection. "That's odd," the operator kept mumbling, as she tried one plug after another.

Steiger's friend said that he had been given something of great interest. He would stay over one more night to acquire some additional information before leaving for home.

Two nights later, Steiger was working in his attic-office when one of his children ran up to say that they had heard someone moving around on the first floor. When Steiger investigated, he was surprised to find his friend standing half-way up the stairs. He had driven nearly 300 miles out of his way to visit Steiger. He looked terrible. Dark circles rimmed his bloodshot eyes, and it was apparent that he had not slept for quite some time.

Three days before, a farmer had given Steiger's friend a specimen of a metal that he had seen fall from a UFO. The farmer had kept one of the metal shavings for himself.

The next night, the salesman had returned to his motel room to find two men waiting for him. They did not smile at his wry, "Where's the third man?" They came directly to the point. They wanted that piece of metal which Steiger's friend had intended to bring to him. They had taken the farmer's specimen from his pickup when he had gone into a store. They had been unable to discover where the salesman had hidden his piece, and without further delay, they wanted that strip of metal.

Steiger's friend has come up against hard men before.

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When he asked his two visitors, "What happens if I say no?" their response convinced him that they meant business.

"Besides being specific about what would happen to me," the salesman said, "they told me that it was for the good of 'my family, my country, and my world.' "

Steiger's friend stood before him, trembling in fear and unreleased rage, wanting to know who these men had been and how they had known about the metal specimen. "What does all of this mean?" he repeatedly asked. Steiger could do little to answer the forty-year-old former skeptic.

John Keel has probably published more about the telephone mysteries connected with the MIB than any other UFO researcher. Brad Steiger's and Joan Whritenour's *UFO Breakthrough* included detailed transcripts of the bizarre telephone calls received by Robert Stiff of the International UFO Bureau in Oklahoma and alluded to the problems endured by other unfologists.

Last summer, a youthful UFO investigator, Dan O., sent Brad Steiger a report of a strange telephone "cut-in" which he had experienced.

On the evening of July 13, 1968, at approximately 8:15 P.M., Dan O. was conversing with another ufologist when their call was suddenly interrupted by an unknown third party on the line. Dan O. assured Steiger that one of the telephone lines was a private business line and the other a private residential line.

"The third party identified herself as a Mrs. Slago, who, as she said, was accidentally connected with our line," Dan O. writes. "She had been listening to our conversation strictly out of curiosity. A check with the telephone company revealed that a misconnection of this type could not possibly have been made."

"Mrs. Slago" began to question Dan O. about his research. When he told her only a few ambiguous details, she told him that he should not be inquiring into the question of whether or not aliens exist on Earth.

"She also stated that UFO organizations should not attempt to further the investigation and study of UFOs, because as she put it, 'Earthpeople do not understand. . . .' She suddenly stopped short of what she was about to say, as if

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she caught herself about to say something that I should not hear," Dan O. remembers.

At this point, Mrs. Slago said that no more could be discussed on the telephone but it would be wise to discontinue all UFO research. Dan O. asked the woman where she might be reached so that they could discuss the matter in greater detail. He requested her name once again. The woman then told Dan O. that her name was Mrs. Nelson and that she was engaged in research for the local police authorities.

"When we checked with the police headquarters, the officers told us that they had no knowledge of either a 'Mrs. Nelson' or a 'Mrs. Slago' being connected with any phase of police research," Dan O. says. "Following this incident, we had a complete check made on our telephone lines, but the check revealed no evidence of wire-tapping or anything of that sort."

Major Joseph Jenkins, Retired, Field Investigations Director for the UFO Research Institute of Pittsburgh, Pennsylvania, presented "A Serious Look at the Men in Black" for a recent issue of the bulletin of his organization.

"Do we have the 'Men in Black' in the Pittsburgh area? Are people here being intimidated because of knowledge or experiences with UFOs? What is the local picture regarding this mystery?" Major Jenkins writes that such questions have been cropping up in the minds of the UFO Research Institute's investigators since a few experiences occurred to force them to take a serious look at the MIB.

A sighting over Pittsburgh on June 7, 1968, was photographed by two youths using a Polaroid camera. "Under the circumstances," Major Jenkins writes, "the pictures were rather good."

On July 5th, a "Captain Munroe" called one of the young men and identified himself as a representative of the UFO Research Institute. Captain Munroe told the lad that the pictures had been faked. The boy was told to keep his mouth shut or something unpleasant would happen to him. This call was followed up by another threatening telephone conversation.

"Needless to say," Major Jenkins says, "the calls were not authorized, nor were they made, by anyone from the Insti-

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tute. . . . it could all be dismissed as the work of a prankster, but whom? The persons had told no one except their parents after reporting to us. We at the Institute had told no one, including other members, until after this particular incident has passed. (Primarily, the delay in passing the information on to anyone else was necessitated by time required to study the pictures, make sufficient enlargements, etc.)"

Major Jenkins goes on to detail the experience of an active UFO investigator, whom he calls Frank. Frank, a UFO group chairman from a neighboring city, was in the middle of studying a large flap when he began receiving telephone calls warning him to "forget the UFO thing." Frank ignored the calls, except to report them. Later, some radio equipment was stolen from his automobile, and Frank was warned by telephone, "The next time it won't be your tangible assets."

"Later," according to Major Jenkins he [Frank] had a visit by three men dressed in black suits that reminded him of the quilted uniforms used in the Korean War. The men spoke in a strange manner, seemingly out of breath, and never directly mentioned the UFO subject, but they made intimidating remarks. Frank had the foresight to copy down the license number of their car, but in checking it out, found the number did not exist in the state's files. He had probably made a mistake in copying it, or it could have been altered. The men had represented themselves as members of a NICAP sub-committee from a city that has no such organization."

When Frank sighed over the telephone that he was ready to "drop this whole UFO business," he later received an anonymous call saying that they were glad that he was finally wising up.

In January, 1968, Major Jenkins tells us, a man sighted a UFO in the middle of the afternoon and got a very good look at it. He discussed it briefly with a few of his co-workers, but, finding his observation elicited only ridicule, he dropped the subject. Later, he began to notice a black car following him about. It appeared too often to be coincidence —the same black car, the same two men inside.

"He didn't connect this with the UFO sighting at first," Major Jenkins writes, "but he did mention it to his wife, and

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he also mentioned that it was worrying him. . . . Then one morning on his way to work, he spotted the same car with the same two men. This time it was coming toward him, *straight* toward him. He cut his wheels and ran off the road to avoid a collision, and although badly shaken, was unhurt. Was there any connection between this incident and his sighting of a UFO?"

Major Jenkins also tells of a man who had eleven minutes of color film of a UFO over Viet Nam. He promised to give the Institute a showing of the film, but a visit by three men from the "Department of Internal Security" nearly prevented any member of the UFO investigative group from ever seeing the film. These men had requested that the film be turned over to them. The owner refused to do so unless the men produced a search warrant, which they were unable to do. As the three men left, he was able to see that their car did at least have Washington, D.C. license plates. An attempt to follow up on the strange visitors met with no success.

Letters containing reports of men and women having received mysterious visitors after witnessing UFO activity continue to reach the authors' desks. In-field investigation of UFO flap areas invariably uncovers bizarre, frightening encounters with UFO silencers. Whether the MIB are crude, thoughtless pranksters, a secret branch of a government intelligence group or allies or automatons of the UFO occupants, the enigma of the men-in-black continues to offer a challenge to the ufologist, and, perhaps, "to our families, our country, and our world."

XII

Are Nazi UFOs Conceivable?

by Jammie A. Romee

Peenemuende, a small village on the isle of Usedom in the Baltic Sea, was the site of the Nazi rocket-aircraft experiment complex from 1937-45. Directed by Walter Dornberger and Wernher von Braun, Army scientists at Peenemuende produced the V-2 rocket missile designated *Vergeltungswaffe* (revenge weapon), and the Air-force produced the V-1 missile. The scientific achievements of Peenemuende scientists, however, depended to a large degree upon previous German developments and postwar experiments with missiles, rockets, spacecraft, and aircraft.

It all began with *By Rocket to Interplanetary Space* (1923) by Hermann Oberth. Numerous other books had advanced the cause of spacecraft development in Germany during the mid 1920's. In 1927 the *Verein Fuer Raumschiffahrt* (V.F.R.: Society for Space Travel) was created, with Von Braun and Willy Ley among its members. The V.F.R. produced the world's first rocket-powered automobile, the Opel-Rak 1, with Fritz von Opel in 1928. Further experiments were made with railway cars, rocket sleds, crude VTOL (vertical takeoff and landing) aircraft, and some successful

rocket launches from the *Raketenflugplatz* (rocket airfield) near Berlin.

By 1933, when Adolf Hitler seized power in Germany, the government took over all rocket and aircraft development, and all astronautical societies were nationalized. Members had the choice of continuing their work under government auspices or becoming enemies of the Third Reich, thus the V.F.R. dissolved officially.

In 1937 the Peenemuende group was formed, and until February, 1945, when Peenemuende was evacuated, the Dornberger-Von Braun team developed and conducted design work on a series of aircraft that were rocket propelled and utilized certain gyroscopic principles for navigation and balance. A late stage of this series of vehicle, was to be manned by a crew of two, capable of *extremely* high altitude attainments, and was to be constructed in a disk shape. Unfortunately, this series of aircraft never reached construction stages, at least not while the Third Reich was in existence.

Shortly before the Third Reich collapsed in 1945, Wernher von Braun, Hermann Oberth and about eighty top scientists were smuggled out of Nazi-Germany by the Allies. Documents, files, plans, photographs, designs, etc., were also smuggled out along with the scientists. One specific file, containing the discoid-shaped aircraft designs was also smuggled out of Germany—but not by the Allies.

The designs were destined to become part of a cargo that disappeared, as did 130 crack Nazi designers of specialized experimental aircraft. This mysterious disappearance has been added to the following list of oddities which took place shortly before and shortly after the end of Adolf Hitler's Third Reich: (1) The unexplained disappearance of several German Freight U-boats, capable of taking up to 850 metric tons each; (2) The disappearance from Tempelhof Air Base of several long distance planes with flight plans to Spain and documentation to South America; (3) The disappearance of several tens of millions of marks in hard currency, gold bullion, and precious stones from the Reichsbank; (4) The fact that UFOs were, and are, sighted in great numbers over areas of South America in which many Nazis are known to be hidden; (5) The mass appearances of UFOs over Peenemu-

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ende; (6) The fact that UFOs appear to avoid inhabited areas.

I did not say that I am convinced that UFO's are spaceships from other worlds. I only said that this is the only one hypothesis that cannot be refuted by our science today. Maybe UFO's in fact are quite other things, and we have not revealed only what things.

Hermann Oberth

ADDENDUM: (Excerpts of a letter from Wernher von Braun, Director, National Aeronautics and Space Administration, George C. Marshall Space Flight Center to Mr. Romee dated September 6, 1968.)

"I believe I remember vaguely some statements by Dr. Oberth 14 years ago. I have no idea what his present position is relative to UFOs. Fourteen years is a long time ago, but since I know Dr. Oberth very well, I am sure that at that time he had good reasons as a result of his research to continue his studies of the phenomenon. Whether he had 'proof' or not is another question.

"You are correct in quoting me as saying there was a lack of proof. I have not addressed myself to the investigation of UFOs. . . ."

XIII

The Mystery Lights of Brown Mountain

by Timothy Green Beckley

Nestled far from the nearest city of Hickory, the Brown Mountain region of North Carolina has been a subject of fascination for over one hundred years. It is said that nearly every night along the Brown Mt. ridges mysterious lights can be seen for which scientists have failed to find any logical explanation.

From sunset until dawn, globes of various colored lights, ranging in size from mere points to twenty-five feet in diameter, can be seen rising above the tall trees and flickering off again, as they fall to the mountain passes below.

Brown Mountain first received national attention in the works of Charles Fort, who described how the lights would chase early settlers along the various trails that lead to the sparsely placed cities.

Various legends have sprung up about the origin of the lights. One is that they are caused by spirits of Cherokee and Catawba braves who search the valley for maiden lovers. It seems that the two tribes had a big battle hundreds of years ago, in which nearly all of the men of the two tribes were killed. Apparently this legend has some basis in fact, because

within the last several years I have been told that at least a half a dozen Indian graves have been found in the area.

Still others, who have lived in the vicinity of Brown Mountain for as long as seventy-five years, seem to think that there is something even more odd and peculiar than spirits at work in the valley.

According to Paul Rose, who accompanied Jim Moseley and myself to the lookout on top of Grandfather Mountain, his first sighting of the lights occurred in 1916. At the time it was thought that the mystery lights might have been caused by the headlights on locomotives or cars running through a nearby valley. However, during the spring of that year, all bridges were knocked out by a flood and the roads became too muddy for cars to travel; yet the Brown Mountain lights were seen in greater number than before.

Since 1916, Rose has seen the lights hundreds of times and has come to the conclusion that they are intelligently controlled. He bases his opinion on the fact that he has seen them fighting, butting into each other, and bouncing like big basketballs. He has also tracked them at speeds of almost one hundred miles per hour.

He claims that on one particular night in the late 1950's, two of these lights appeared out of the valley, approached a tower he had built for the purpose of watching them over the trees, and climbed to within a few feet of his position. The next day both he and a friend who had been with him became violently ill. This led Rose to the conclusion that the lights might be radioactive.

Rose also told us that on many occasions he had attempted to get close to the lights, only to find that, as he approached, they would disappear from the area and appear somewhere else along the mountain range.

On one Saturday night in 1959, over 5,000 persons turned out in an attempt to see the lights. Although some honest reports were made, many persons became confused upon seeing the reflection of car lights and road flares from Highway 181 and Wiseman's View.

Stanley Moore, editor of the Morganton paper, told me that many people imagine they see the lights. However, he

was convinced of their reality, having had sightings of them as far back as 1916.

Another old time resident of the Brown Mountain area is Ralph Lael, who was born in Alexander county on a small hillside farm in 1909. He ran for Congress in 1948 and lost by only a few hundred votes. He now owns and operates the "Outer Space Rock Shop Museum" on Highway 181 just outside Morganton.

Lael told us that he not only had seen the lights close-up, but had communicated with them on several occasions.

Deciding that the only way to uncover the source of these lights was to go into the almost impenetrable mountain, Lael started his own investigation. Shortly after midnight, as he tells the story, he got within one hundred feet of a light that had risen from a large hole in the ground. Within ten or fifteen minutes, the first light had been joined by about twenty more. Shortly after, the eerie lights took off into the timber and disappeared from Lael's view. A half-hour later, others began popping up along the mountainside in a small valley below. One came so close—within ten feet—that Lael felt he could have read a book by its illumination.

Several expeditions and months later, Lael discovered that by asking the lights questions, they would answer by either moving up and down for "yes," or back and forth for "no." After this form of communication had been established, one of the lights led Ralph to an invisible door that leads, we are told, inside of Brown Mountain where these "intelligent" beings have their base.

Once inside, Lael was led to a room about eight feet square, the walls of which were made of crystal "as clear as glass," enabling him to see for what seemed to be miles inside the mountain.

Suddenly a voice said: "Do not fear; there is no danger here." The voice continued by saying that Lael had been chosen to tell the people of Earth about their true history: that man was created on another planet named *Pewam*, which his ancestors destroyed. *Pewam* is now the waste of the asteroids, which lies between Mars and Jupiter.

The voice explained that the lights were not earth beings and cannot eat or drink, but live on *Pethine*, a "gas we ab-

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sorb from the light you see around us. We perish in your atmosphere or sunlight." Thus the reason, Lael tells us, the lights cannot be seen until after sunset.

After several months absence in October, 1962, Lael returned to the rock, entered once again, and was offered a ride to Venus, which he accepted. Arriving two days later, he was introduced to direct descendants of the people from the planet *Pewam*. One was an attractive woman named Noma, who was quite beautifully dressed in bra and panties.

During his stay on Venus, Lael was shown what appears to be newsreels of the destruction of *Pewam*, as well as scenes going on back on earth.

As unbelievable as this story may seem, it is no more incredible than the phenomenon of the Brown Mountain lights. Ralph Lael told us that "there are many things I have seen and heard that I cannot reveal here because of my obligations to the lights. Whether you believe or disbelieve what I have told you is of no importance. You and others who have heard these things should have more brotherly love for people of Earth and those of the whole universe."

The lights have been blamed on a strange, atmospheric condition, which, it is believed, enables people to see the reflection of lights from nearby towns in the area.

Indeed, this explanation, I believe, has resulted in many sightings, since those who come prepared to see the lights who are not familiar with the terrain, often mistake city lights, originating from Hickory and Lenoir, to be the Brown Mountain lights. A careful examination of the vicinity should be made beforehand by those visiting the site.

I am convinced from the dozens of persons I talked with during my limited investigation that these lights, which roam along Brown Mountain, have not been explained, and their source is as mysterious as ever.

XIV

Saucer Scans Shrimp Boat

by A. E. Chambers

As he had spent many pleasant evenings, Kenneth Lee Mallette liked to lie on the afterdeck of the fifty-three foot shrimp boat, *Gulf Central*. His uncle, William R. Mallette and father, Preston L. Mallette, were cheerful, easygoing men who handled the boat with an ease that comes from years of fishing in the familiar waters off the Mississippi coast. But Kenneth doesn't want to follow family tradition anymore. Not after his experience of November 22, 1968.

This particular Friday found them more concerned than usual with their radio. Another boat, the *Bobby Charles*, had been lost in the fog since early that morning, and the *Gulf Central* was one of several radio-equipped vessels hoping to establish its location.

It was late in the evening, and the *Bobby Charles* was still lost when the fog finally released its grip on the Gulf. Night came crisp and cold, and stars shone in the sky as the fleet of shrimp boats made their way homeward. At seven o'clock, the *Gulf Central* was about five and a half nautical miles SSW of Ship Island. The nearest vessel was some eight miles

away when the *Bobby Charles* radioed to report that a light plane had just crossed her bow.

Knowing he could get a fix on the lost boat if he could spot the plane, Kenneth rushed to the afterdeck and switched off the stern lights. His attention was drawn to a light moving high in the southern sky.

This did not strike him as being unusual. He had often seen falling stars while stretched out on the back deck. But after dropping some distance, the "star" departed from form. It made a 45-degree turn, then continued its descent.

Calling to the elder Mallettes to come witness the phenomenon, Kenneth pointed out the light, which suddenly leveled off at about 1000 feet and followed a course aimed directly at the wake of the *Gulf Central*. With growing nervousness the fishermen switched off all lights on the boat and watched the approaching object.

"It looked like a big star," young Mallette said. The object held its course until it was directly above the boat, where it remained for sixty to ninety seconds.

"It was flat on top and bulged at the bottom. It was round." It reminded young Mallette of a dinner plate. "It was white on both sides. It looked smooth and didn't blind you." Describing the light, he added, "It threw a light on the boat like somebody was throwing a spotlight on us."

Asked if he felt any heat from the object, Kenneth replied, "Well, it wasn't really hot. But we did feel that the air got warmer."

Although the three men were not sure of the size of the object, they agreed that it appeared to be "as big as the boat." They finally settled on "about 15-foot in diameter."

Although the men do not agree whether the object was 1000 feet above them or a little less, they join in stating that it hovered there for a minute or a minute and a half before it tipped slightly and shot straight up into the air. In less than a minute and a half, it was out of sight. As it tipped, the crewmen could see that the top was flat and the light was equally bright all around it.

When asked if the object made any sound, Kenneth replied that it was silent. All they could hear was the throb of their own engines.

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The sighting lasted from about 7:10 to 7:25 P.M., but to the three fishermen standing alone on the small deck, it could have been an eternity.

Were they afraid? Young Mallette retained his smile when asked, but defined his reaction with an emphatic, "Yes, ma'am! I was!" There were a .22 caliber rifle and .12 gauge shotgun aboard, but he spoke for all three witnesses when he said, "We were so scared we didn't even think about those guns 'til after it was all over."

Shown a page with over twenty-five sketches of UFO's reported over the past few years, Kenneth unhesitatingly pointed to one and firmly asserted, "This is it!"

Although none of them had ever seen anything comparable before, Kenneth confessed that they had often made friendly fun of fellow fishermen who claimed to have witnessed UFOs. "But not any more!"

When asked what he thought he might do if he saw anything like it again, he did not need time to think about his answer. "I won't! I quit this boat last night!"

XV

A Criticism of the Condon Report

by John A. Keel

A large part of the University of Colorado report, *Scientific Study of Unidentified Flying Objects*, is neither scientific nor objective. It was the report of a scientific project commissioned by the U.S. Air Force at a cost of over \$600,000. Many UFO researchers, such as Major Donald Keyhoe, James McDonald and John Fuller, are attacked in the text. And Edward Condon, head of the project, has used the report for personal vindictiveness.

Over fifty per cent of the Condon Report consists of reprints of old Air Force releases and often irrelevant papers and essays on astronomical, meteorological, and other mundane phenomena. These materials were obtained at little or no cost to the project and serve only as "padding." Many of the charts and graphs included date back to the early 1950's. *No effort was made to update these materials.*

No effort was made to collect, correlate and present accurate data on the thousands of UFO reports received and allegedly studied by the project during the 1966-68 period. The deletion of even a basic total of the number of reports received is inexcusable.

The individual sections of the report are filled with contradictions. It is obvious that the various contributors were unfamiliar with the research and findings of their own colleagues. The report is very poorly organized and appears to have been thrown together at the last minute by a group neither informed nor interested in the subject.

The contents of the report do not justify the great expense involved. The same kind of report could probably have been assembled by any publishing house for a few thousand dollars.

Of the project members who worked on the original investigations and studies only a few remained to actually contribute to the final report. The work and efforts of the original staffers seems to have gotten lost in the shuffle. Only fifty-nine reports are examined in depth, and ten of these are from the pre-project period of the 1950's. No overall tables, maps, and graphs analyzing these fifty-nine cases are included. They are treated as individual anecdotes, even though Condon openly deplores "anecdotal data" in other sections. Obviously, no practical methodology was developed by the project, and no attempt was made to deal with the data as a whole.

Much of the Condon Report has a tone of embarrassing naïveté. Samuel Rosenburg is perhaps the most naïve of all when he makes a simple-minded attempt to compare the contents and literary style of the "Tulli papyrus" with the Biblical account of Ezekiel's wheel. He apparently was unaware that this papyrus was first translated from ancient Egyptian into Italian and then into English. It was translated in the 1930's by men working in the religious atmosphere of the Vatican. Nor did Rosenburg realize that, traditionally, the best work is always done by "amateur" Egyptologists; dedicated and scholarly men with a wide background in history, science, and linguistics.

The Colorado Project clearly represents a conscious effort to satisfy the needs of the Air Force contract, but does not indicate a sincere effort to collect and examine the basic UFO data. Its main theme is the criticism of the extraterrestrial thesis. A genuinely scientific study would have first collected sufficient data to determine whether or not a phenomenon existed at all. Then *all* the various theories would have been

studied and compared with the available data. Sighting factors of time, geography, terrestrial features, the correlative aspects in the witnesses' backgrounds and features in their reports, must all be sifted and weighed before any theory can be considered. This type of systematic study was not undertaken. Instead, the project treated the reports individually. They repeated the common mistake of the civilian UFO groups and tried to prove or disprove the individual events. Doctors seeking a cure for cancer do not study individual cases. This is a routine scientific method and should have been applied to the UFO phenomena from the outset.

We must question the quality, validity, and integrity of the Condon Report. We must ask for a complete accounting of the use of public funds. Instead of giving us a useful analysis of the overall UFO situation, Dr. Condon has given us a paperback which he should have reserved for his memoirs. The report does not really answer any intelligent questions. With only a few exceptions, we must also seriously question the qualifications and competence of the men who were directly employed by this study.

Other Criticisms of the Condon Report

From J. Allen Hynek's review of the *Scientific Study of Unidentified Flying Objects* which appeared in the April 1969, *Bulletin of the Atomic Scientists*: "While devoted in the large part to exposing hoaxes or revealing many UFOs as mis-identifications of common occurrences, the book leaves the same strange, inexplicable residue of unknowns which has plagued the U.S. Air Force investigation for 20 years. In fact, the percentage of 'unknowns' in the Condon report appears to be even higher than in the Air Force investigation . . . which led to the Condon investigation in the first place. Every contributor to the report finds in his particular area of examination (photos, radar-visual sightings, physical evidence, etc.) something that cannot be dismissed as a mis-identification of known phenomena."

"On the basis of many years experience with the UFO phenomenon, I would have deleted nearly two-thirds of the cases included in the report as potentially profitless for the avowed

purposes of the project. . . . Examining reports that stem from obvious . . . mis-identification of planets, stars, etc., can add little to scientific knowledge. Far greater care should have been taken in screening cases to be studied. . . . Misidentifications of Venus, the predicted (by mental telepathy) landing of a UFO, obvious radar chaff, an admitted balloon prank by some students (admitted within hours of receipt of the report by the staff), a smoke ring from a simulated A-bomb explosion at a military installation, the nightly setting of the planets Venus and Saturn, an obvious power short circuit accompanied by bright flashes, a two to three second observation of a flash of light which almost certainly was a meteor. . . . Even a preliminary evaluation of these incidents should have indicated that it was a waste of time to investigate them."

* * *

"Both the public and the project staff . . . have confused the UFO problem with the ETI (extra-terrestrial intelligence) hypothesis. This may hold the greatest popular interest, but it is not the issue. The issue is: Does a legitimate UFO phenomenon exist?

"Let us suppose that a committee of nineteenth century scientists had been asked to investigate the phenomenon of the aurora borealis as a single project. It would not have been responsible to state that the polar phenomenon gave no evidence of the existence of some meta-terrestrial intelligence. The issue would have been whether the aurora could be explained in terms of nineteenth century physics.

"It may be that UFO phenomena are just as inexplicable in terms of twentieth century physics. . . . [how does] the Condon Report serve science when it suggests that a phenomenon which has been reported by many thousands of people over so long a time is unworthy of further scientific attention?

* * *

From a review of the David Saundier's and Roger Harkins' book *UFOs, Yes; Where the Condon Committee Went Wrong*, which appeared in the January, 1969, issue of

Professional Engineer; "The Saunders-Harkins book looks inside a project that was undertaken by the University of Colorado after it had been turned down by an assortment of leading universities; that had a group of investigators who had little confidence in the chief scientist, Dr. Condon; and that was preoccupied with strenuously avoiding any conclusion that suggested an actual existence of the flying objects sighted by so many people through the years. It shows Dr. Condon, the principal investigator, giving statements to the press and to various lecture audiences while the project was still under way, indicating that he had little or no expectation of the investigation ever reaching anything but a completely negative conclusion as to the reality of UFOs."

* * *

It is interesting to note that Normal Levine, the other project member "fired" with Saunders, was the only full-time engineer on the staff, although the investigation covered much technical ground that obviously involved analyses based on engineering-type applications. It is stretching probability to the breaking point to imagine that these two Ph.D.-level people suddenly became "incompetent"; their technical reputations were well known to Condon when the Colorado project began. (Saunders is a Manhattan Project alumnus and a statistician.)

* * *

The December, 1968, issue of *Astronautics & Aeronautics* stated that early in 1967, the American Institute of Aeronautics and Astronautics asked two of its technical Committees—the Committee on Atmospheric Environment and the Committee on Space and Atmospheric Physics, to "consider the formation of a focal point for this problem area [UFOs], which, by its very nature, lies in the sphere of interest of the AIAA community."

The dual committees' objective investigation of UFOs caused them to make the following statement: "The Committee has made a careful examination of the present state of the

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UFO issue and has concluded that the controversy cannot be resolved without further study in a quantitative scientific manner and that it deserves the attention of the engineering and scientific community."

* * *

APPENDIX

International UFO Publications and Organizations

U.S.A.

Arizona

Aerial Phenomena Research Organization (APRO)
Coral and Jim Lorenzen—Directors
3910 East Kleindale Rd., Tucson, Ariz. 85716
Apro Bulletin

California

Aerial Research Systems (ARS)—F.M. Castator—Dir.
P.O. Box 343—Orange, Calif. 92669
The Sentinel \$4.50 per year-monthly.

Amalgamated Flying Saucer Clubs of America, Inc. (AFSCA)
Gabriel Green, President
2004 N. Hoover St., Los Angeles, Calif. 90027
Flying Saucers International—\$3.00-6 issues

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Borderland Science Research Associates

Riley Crabb—Director

P.O. Box 548, Vista, Calif. 92082

BSRA Journal—Publication.

Futura Press (Publications and Books)

Michael X. Barton—Editor

5949 Gregory Ave., Los Angeles, Calif. 90038

Illuminator (Publication)

Star Route—Box 307, Joshua Tree, Calif.

National Investigations Committee on Unidentified Flying Objects

Frank E. Stranges—Director

7970 Woodman Ave., Van Nuys, Calif.

Newsletter included in membership—\$5.00 per year.

Solar Space Foundation

P.O. Box 622, Joshua Tree, Calif.

Publication and Group

District of Columbia

National Investigations Committee on Aerial Phenomena (NICAP)

1536 Connecticut Ave., Washington, D.C.

The UFO Investigator

Florida

Florida UFO Study Group

George Fawcett—Organizer

P.O. Box 1355, Deland, Fla. 32720

Mark-Age (Publication and Organization)

327 NE 20th Terrace, Miami, Fla. 33137

Georgia

Alternate Horizons (Publication)

Allen Greenfield—Editor and Publisher

2875 Sequoyah Dr. N.W., Atlanta, Ga.

Iowa

Infinity Magazine

David Graham—Editor and Publisher

3820 Lennox Ave., Cedar Rapids, Iowa 32402

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Maine

Flying Saucer Research Organization
Stephan A. Daniels—President
68 Brentwood Street, Portland, Me. 04103

Massachusetts

Committee on Aerial Phenomena Research (CAPRI) Investigations
Edward J. Ninasian, President
877 Broadway, Chelsea, Mass. 02150

Capri News—\$2.00 yearly (includes membership)

New England UFO Group
20 Buckingham Rd., Norwood, Mass. 02062

Michigan

Detroit UFO Information and Research Center
Victor and Irene Kucharek—Directors
Detroit U.F.O.I.R.C. Newsletter \$1.00—year-monthly
6721 Miller Avenue, Detroit, Mich. 48211

Michigan Investigation of Unknown Phenomena

Barbara A. Dean—Director
11315 S. Saginaw Road, Grand Blanc, Mich. 48439

Minnesota

Scrufo 11—(Organization)
John Williams—Director
1271 Charlton St. West, St. Paul, Minn. 55118

Missouri

Cosmos (Publication)
Steve Erdmann—Editor and Publisher
\$3.00 per year—6 issues
524a Holly Hills, St. Louis, Mo. 63111

Skylook (Publication)

Norma Short—Editor
Box 129, Stover, Mo. 65078

New Jersey

Interplanetary News Service (Publication—*Searchlight*)
T.G. Beckley—Editor and Publisher
3 Courtland St., New Brunswick, N.J. 08901

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Public Information Center (UFOs) (PUFOIC)

Thomas A. Ganner—Director

69 Portland Rd., Summit, N.J.

Flying Saucer Observer 85¢ for 5 issues

New Mexico

Awareness Magazine

P.O. Box 1097, Socorro, N.M.

New York

E.P.I.C. (Organization)

Jennifer Stevens—Director

P.O. Box 622, Schenectady, N.Y.

UFO—Skywatch (Publication)

Membership includes subscription—\$3.00 per year—12 issues

\$1.50 per year—under age 16

Federation of Scientific Research

Gary Herrnreiter—President

280 Danbury Dr., Buffalo, N.Y.

F.S.R. Quarterly Report—\$2.50 a year

Flying Saucer Books (Publications and Books)

James Rigberg—119 E. 96th St., New York, N.Y. 10028

Intercontinental UFO Research and Analytic Network (ICU-FON)

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UFO Group

David Byerly—Director

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Chapel Hill, N.C.

Ohio

Goodyear UFO Society

Virge Tariton—President

P.O. Box 9063, Akron, Ohio

SINDEC UFO Information Center

Bonita Roman, Editor

R. 3 Yankee Road

Middletown, Ohio 45042

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United Aerial Phenomena Agency (UAPA)
Allan J. Manak—Director-Editor
P.O. Box 9811, Cleveland, Ohio 44142
Flying Saucer Digest \$2.00 per year—quarterly

UFO Magazine
Rick and Jane Hilberg, Editors
P.O. Box 2708, Cleveland, Ohio 44111

Oklahoma

International Unidentified Flying Objects Bureau
Robert Stiff—Director
UFO Analysis Report (Publication)
404 Pryor, Lindsay, Okla.

Interplanetary Intelligence Research Organization on UFO's (IIR-OUFO)
Tony Kimery—Director
5956 N.W. 28th, Oklahoma City, Okla. 71327
The Iiroufo Report—monthly

Oregon

Solar Light Center
Marianne Francis—Director
Rt.2, Box 572-J, Central Point, Ore. 97501
Star Craft—\$2.25 per year—quarterly

Understanding (Magazine) and organization
Daniel Fry—Director
P.O. Box 56, Merlin, Ore.

Universarium (Publication and Organization)
3620 SE 84th. Ave., Portland, Ore. 97266

Pennsylvania

Aerial Phenomena Scientific Investigation and Reporting Service (APSIRS)
Phillip Isard and Paul S. Heil, Co-Directors
567 Hoyt Road, Huntingdon Valley, Pa. 19006
UFOs Today—a bi-weekly radio program

Parastudy

Valleybrook Road, Chester Heights, Pa. 19017
(group bulletin)

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U.F.O.R.I. (NICAP Group)
Suite 311—508 Grant St., Pittsburgh, Pa. 15219

Texas
Space Age Press
Box 11448, Ft. Worth, Tex. 76109

Washington
Aerial Phenomena Research Group (APRG)
Robert Gribble—Director
5108 South Findlay, Seattle, Wash.
A.P.R.G. Reporter—monthly
UFO—INFO (Publication)
P.O. Box 654, Seattle, Wash.

West Virginia
S.A.U.C.E.R.S. (Saucer News)
Gray Barker—Editor
Box 2228, Clarksburg, W. Va. 26301
\$4.00 per year—Quarterly
Space Craft News

Wisconsin
Ray Palmer's Flying Saucers (Magazine)
Ray Palmer—Editor and Publisher
Rt. 2, Amherst, Wisc.
\$3.00 per year—6 issues
United States Investigation Committee On Aerial Phenomena (USICAP)
David De Barge—Director
8411 W. Denver Ave., Milwaukee, Wisc. 53224

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Subscription includes membership—\$4.00 yearly

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Box 43-x

Moorabbin, Victoria, Australia

Belgium

B.U.F.O.C. (Publication)

17 Rosendal 17

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Bray Book Service (UFO Publications and Books)

P.O. Box 5051, Postal Station "F", Ottawa

C.A.P.R.O. (Organization and Publication) CAPRO

P.O. Box 1316, Winnipeg 1, Manitoba

Journal

152 Station "C"

Toronto

Ottawa New Sciences Club

95 Centre St.

Aylmer, Quebec

Saucers, Space and Science (Magazine)

Gene Duplantier—Editor and Publisher

17 Shetland St. Willowdale, Ontario

(contains US reports also)—\$2.00—quarterly

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P.O. Box 720—Station "A"

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Casilla 13202
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England and Great Britain
Birmingham University UFO Research Group
c/o P.G. Amos, Guild of Undergraduates Union,
University Road, Edgbaston, Birmingham, 15

British Flying Saucer Bureau
D.R. Rudman
54 Slyvan Way, Sea Mills, Bristol, 9

British Flying Saucer Review (Publication)
21 Cecil Ct.—Charing Cross Rd.
London, WC 2

British Unidentified Flying Objects Research Assoc. (B.U.F.O.R.A.)
3 Devendish Rd—Weeke
Winchester, Hampshire
Bufora Journal (Publication)

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Clare College, Cambridge

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86 Trouville, Road, Liverpool 4

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NICAP Chronicles—\$1.00 or 6 shillings per year—Bi-monthly

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